

TEST

Yamaha R5

By Ron Schneiders

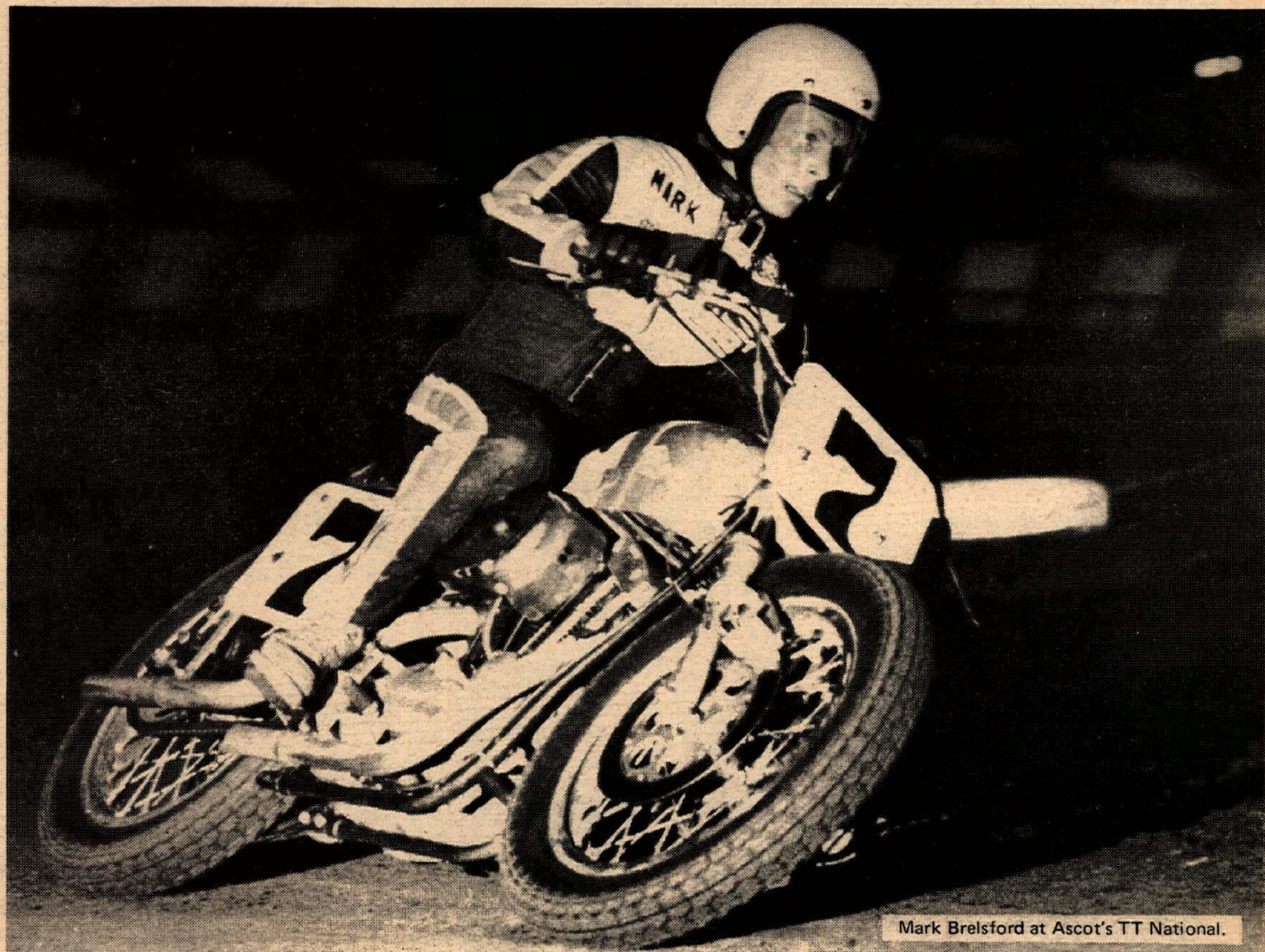
The first impression one receives of the Yamaha R-5 is that it looks very much the same as most other Japanese road bikes. The lines are functional, but it looks a little squat. A higher, more tear-droppy gas tank might help. The black engine looks kind of neat. But the rest, ugh. Dimestore candy-apple chrome-plated neo-modern nothing. It looks like what you'd get if you crossed a juke box with a slot machine. Maybe it really epitomizes American taste. Maybe you could make it a thousand times bigger, stand it on end in the middle of Las Veags and let it replace the Statue of Liberty. Maybe you would like it. Lots of people like Las Vegas and '59 Fords and the Yamaha R-5's styling. I don't. *De gustibus non est disputandum.*

The engine puts out a muted rata-rap-rap-rap. It's the two stroke sound, all right, but cut down to an inoffensive level. Nobody is ever going to make a two-stroke sound like a Velocette with a reverse cone megaphone, but at least this one doesn't hurt, even if it's nothing you'll learn to love.

When you drop into first, you know it's first. The shifting lever comes up solid against a stop and it doesn't travel quite as far as it does going between other pairs of gears. As you pull away and go through the gears, everything is effortless. The clutch pull is soft and easy. There's no transmission jerk (due to a well-designed shock-absorbition unit in the rear wheel hub which the Yamaha people whimsically refer to as a "clutch") and the power is very even. When I first got the Yamaha, it was out of time and not running quite well, so I took it over to my local Yammie dealer (World Cycles in Hollywood) and they timed it for me. We also installed some new plug, one heat range warmer (NGK B-8 instead of B-9) which work much better for stop-and-go, around town and short treks on the freeway. With these chores taken care of, I proceeded to put some miles on it.

On the freeway first: Freeway travel is the most dangerous riding that any motorcyclist is likely to do, at least this side of the Sacramento Mile, and I'm always very conscious of the way a bike "feels" on the freeway. On the subject of freeway safety, I'm not willing to pull any punches, or spare anyone's feelings in the slightest. For reference, the best bike that I've ever ridden on the freeway is the Norton Commando and the worst is the Yamaha 650 twin. The Yamaha R-5 was very, very comfortable on the freeway cruising at about 70. It is just a smidgion behind the Norton as a freeway bike, lacking a bit of the top-end acceleration and some of the Norton's stability on bad surfaces. Now, realize that the Yamaha is a 350 (the Norton is a 750) and costs just about half what the Norton does. The Yamaha suffers a bit from a traditional Japanese ailment, the inability to design shock absorbers, but this is an easily cured thing. It manifests itself when riding over the freeway ripples which occur when the blocks of concrete that make up the freeway shift slightly, something like a wash board that's been stretched out. A more severe

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Mark Brelsford at Ascot's TT National.

Routt, Welch Top Drags

By Roy Strawn

NIAGARA FALLS, N.Y., July 18, 1971 — Niagara Dragway was the site of the Second AMDRA (American Motorcycle Drag Racing Association) National event for the 1971 season, the Summer Nationals. And the crowd that bore witness will not soon forget what happened. The big guns from all over the nation gathered there to see once and for all where it was.

The orange van from Mayland unloaded its lethal cargo on Saturday and when it was loaded again on Sunday it was \$1100 heavier. The team of Routt and Welch had captured two Eliminator victories out of two brackets they entered. Larry Welch proved that speed and consistency win the bucks. The Routt-powered Triumph qualified fourth in the field behind Boris Murray of LaVerne, Calif., who was in with a 9.24 blast, Don Escolas with his first pass at 9.34 and Dave Campos dialed in

at 9.57. He put away Ron Maranto in round one, Dan Johnson in the second and Escolas was the third to fall victim to the wrath of Triumph. Larry faced off against favored Joe Smith from California in the final.

Top Gas looked much the same as Sonny Routt rode his Gas double to the No. 3 spot in qualifying behind Ron Fringer (10.01) and Bob Mauriello (10.03). The old gasser knocked off Bob Nelson and Harold Eide on its way to the finals.

Bill Smith from Langhorne, Pa., popped off a first round 10.04 — 139.31 to show the way to his victory in Jr. Fuel Eliminator. A 500cc Kawasaki captured the Jr. Gas category with Gary Karnes of Reynoldsburg, Ohio piloting the Straight Arrow Engineering special to an 11.04 victory dash. Gary also holds the E/D record at 10.89.

(Please turn to pg. 11)

BRELSFORD'S TT NATIONAL

GARDENA, CAL., July 24, 1971 — Only nine riders went all the way in the 20th annual 50-lap National TT at Ascot Saturday night. For the other fifteen it was stop, blow, break, crash and get back in and try a second time.

Another record crowd was on hand to watch the 24 fastest riders vie for the \$10,300 purse. Mark Brelsford and his team Harley-Davidson swept to victory for the second time in three years.

Mark led all but the first lap which was actually a re-start affair. The original start found Oregon's Mark Williams trying to full bore the second turn leading into the infield. Williams, of course, did not make it and fell in front of most of the pack.

(Please turn to pg. 18)

DE SOTO, CRAM HASSLE

By Eric Raits

CARLSBAD, CAL., July 25, 1971 — Two of California's top motocrossers tangled in an unusual incident which left spectators at the Carlsbad CMC motocross puzzled and upset Sunday.

Mike Cram and John DeSoto were the protagonists mixing it up in the first 500 Expert moto. They locked handlebars in a fierce battle for the lead on the first lap and DeSoto went down and off the course. Cram continued around the course in solo possession of first place until he got back around to where DeSoto had fallen. DeSoto then reportedly kicked at Cram and rammed him. Cram stayed upright and DeSoto went after him again, chasing the Maico rider up the long hill. It appeared

DeSoto tried to ram Cram again but missed and went off the course to retire with a damaged machine.

Several spectators lodged protests against DeSoto with CMC officials. DeSoto explained he host his temper at what he felt was a completely unwarranted action by Cram. The

Hawaiian suffered a pulled leg muscle and a charley horse when he fell. He said the incident has been straightened out as far as he and Cram are concerned. He admitted losing his temper and regretted the incident. "I'm very sorry it happened and that the spectators had to

(Please turn to pg. 25)

Tempers Flare at Carlsbad MX

TUESDAY, JULY 27

MINIS, SCMB. Trojan Speedway, South Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes. 213/862-0229.

WEDNESDAY, JULY 28

SPEEDWAY, SRA. Kern Co. Frngds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 & El Toro Rd. \$5 mail (7/26), \$10 post. 7:30 pm. 714/774-3222.

THURSDAY, JULY 29

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Night. 213/323-9710.

**american
cycle
association**
presents

July 28 — El Toro Speedway
Short Track & TT

Aug. 4 — El Toro Speedway
Short Track & TT

Aug. 8 — Saddleback Motocross

For further info. see calendar
or phone ACA office 10-6 M-F
(714) 774-3ACA
NEW RIDERS, THE FIRST TIME OUT
ARE NOT CHARGED POST ENTRY

ACE

Motocross Schedule
& up coming events

at
Indian Dunes Park

July 31 — All Junior Day*

Aug. 1 — "Can-Am" Series*

Aug. 7 — Junior Motocross*

Aug. 8 — "Can-Am" Series*

Aug. 14 — Junior Motocross*

Aug. 15 — Final —
"CAN-AM" SERIES*

*Mail entry this event

ACE
28700 Saugus—Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

J.C. Agajanian PRESENTS

20-LAP NATIONAL CHAMPIONSHIP

MOTORCYCLE RACES

July 31 8:00 P.M.

CORONA RACEWAY BUCHANAN AND RIVERSIDE FREEWAY

RESERVED TICKETS ON SALE AT:

Skip Fordyce,
14th & Main, Riverside

Corona Motorcycle Center,
620 N. Main, Corona

Harley-Davidson Motor Co.,
501 E. 1st, Santa Ana

Agajanian Sport Cycle
16829 Western Ave., Gardena

Aggie Suzuki,
19040 Hawthorne Blvd., Torrance

Floyd Emde,
1302 National Ave., National City

Biker's Paradise,
6545 Magnolia Ave., Riverside

Ontario Cycle,
1249 W. Holt, Ontario

Dale's Modern Cycle,
225 E. Baseline, San Bernardino

Reserved Seats \$6-\$7 — Phone 714 735-1705
Gen. Adm. (Night of race only) Adults \$5, Servicemen
in Uniform and Jr's. \$3. 8 to 12 \$1, Under 8 Free — FREE PARKING

calendar

CALENDAR items are printed free as a public service Mail listing to CALENDAR EDITOR, CYCLE NEWS, Box 498, Long Beach, CA 90801. CYCLE NEWS is not responsible for incorrect information.

ST/TT SCRAMBLES, Arena Park Rcw, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca. Gates close 7:15 pm. 213/862-0229.

FRIDAY, JULY 30

1/4-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa, Ca. 8:15 pm. \$2.50 adults, \$1.50 hi-teens, 50 cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Speedway. 8 pm. \$2 ride/watch. 'C' trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

PRO TT, Oregon Sidewinders. On Lawnfield Rd. near Clackamas, Ore. 8 pm. 503/659-1022.

ASCOT
NEW LOW PRICES
RACING EVERY NIGHT
(EXCEPT MONDAY)

PASS TWO 50¢
Savings Per Person
Show this ad at the BOX OFFICE

TUES. 8:30 HIGH FLYING DUNE BUGGIES

THIS THURS. 8:30 MOTO CROSS CYCLES 300 OBSTACLE RIDERS COURSE

FRI. 8:30 HALF MILE NATIONAL STARS CYCLES 100 M.P.H. ACTION

SUN. 7:30 CRISS-CROSS STOCK CAR FIGURE 8'S

FUN FOR THE WHOLE FAMILY THRILLS & SPILLS 10,000 SEATS

18400 S. VERMONT PLENTY OF PARKING
HARBOR & SAN DIEGO FREEWAYS IN GARDENA

SCRAMBLES (Night), Fremont Raceway, all classes, AMA sanctioned, Sign-up 5-7 pm. Practice 5:30 to 7. Race 7:30. \$2 ride or watch

SCRAMBLES, Fremont Rcw. 7:30 pm. \$2 ride/watch.

SATURDAY, JULY 31

TT, Elsinore Race Track, Elsinore, Ca. 7:30. Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14 mi. S. of Chico, Ca. 8:30 pm. \$2 ride/watch. 3 plates. 916/342-9302.

PRO TT, Mt. St. Helens. Castle Rock. Box 551, Castle Rock, Wash. 98611.

IMPORTANT NOTICE:

Cycle News extends apologies for inadvertently listing Bay Mare's All-Junior Motocross July 25 as "cancelled". Some sleuth posing as a Bay Mare official phoned us just before prestime claiming the event was cancelled.

Additions, corrections, and changes of the calendar by telephone have a notorious reputation for being inaccurate and this recent deception forces us to accept no more calendar items over the phone; they must be submitted by mail, and be signed. Deadline is Friday noon. Calendar Editor, Box 498, Long Beach, CA 90801.

SPEEDWAY, Trojan Spdw, South Gate, Ca. 7:30 pm. 213/923-9132, 862-0229.

ST, Cars & Cycles. Alameda Spdw, 5 mi. S. of Astrodome, Houston, Tex. 7:30 pm. \$2.50 gate. 713/529-3105.

SCRAMBLES, Hayward. Hayward (Ca.) Spdw. \$2 ride/watch. 7 pm. 'C' trac.

AMA NATIONAL HALF-MILE, Agajanian Ent., Inc. Corona (Ca.) Spdw. 20 laps.

ALL-JUNIOR MX, Indian Dunes, Valencia, Ca. \$5. 805/259-8000.

TT SCRAMBLES, Reno, Nev. Washoe Co. Frngd. Arena. 7:30 pm. 702/323-6055.

HRA TT 1/4-MILE, 395 Cycle Park, Adelanto, Ca. \$2.25 TT, \$1.50 1/4-mile. 7:30. Camping. 714/246-6109.

SAT. & SUN., JULY 31 & AUG. 1

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi. E. of Lancaster, Cal., on Ave. J. 10 am. 213/367-2908. Finisher pins.

SUNDAY, AUGUST 1

1/4-MILE ST, Wanderlust. Antioch Frngds, off 'L' St. 2 pm. \$2 ride/watch.

MX, Sprockets. Sprockets MX Track, 143 St. E., 63 St. S., Wichita, Ks. \$2 ride, \$1.50 gate. 316/683-6845.

MX, Cal-Am. Cal-Am Rcw, N. of Sacramento, Ca. 11 am. Entry \$4, gate \$2. 1325 15th St., Room B, Sacramento, CA 95814. 916/446-5059.

TRIALS, PNTA. Portland, Ore. Box 131, Weston, Ore. 97886.

CMC MX, Osteen's Bike Park, Pomona, Cal. \$5 mail (7/26), \$10 post. Box 1402, Costa Mesa, CA 92626.

ACE MX, Indian Dunes, Valencia, Ca. Can-Am Series. \$5 mail, \$7.50 post, \$1000 purse. 805/259-8000.

VX, Deadman's Point, Apple Valley, Ca. 10 am. \$2 post, \$2.50 non-members, \$2 gate. 714/247-7473 eves.

MINIS, AMRA, Indian Dunes, Valencia, Ca. \$2.50 post, \$3 non-members. 10 am. 805/259-8000.

MINIS, WWMBRA. San Jose (Ca.) Frngds. Use rear entrance. \$2.50 race, \$1 watch. Noon. Box AE, Campbell, Ca.

HARE SCRAMBLES, Barstow. Lined from Central Barstow Frwy exit. \$3.25. 9:15 am. D-37 pts. Silencers.

ALL-JUNIOR MX, Rough Rider Cycle Park. \$5 mail, \$8 post. 9:15 am. Box 1132, Ventura, CA 93001. 805/643-5858.

TT SCRAMBLES, Twin Wheelers. Perkins & Hueneme Rds., Oxnard, Ca. 'C' trac. 10 am. \$2.50 mail, \$3.50 post. 605 E. Maple St., Oxnard, CA 93030. 805/483-2669, 485-1688.

CHANGES/ADDENDUM

SCRAMBLES by Shasta M.C. August 7 has been moved to August 6.

As of August 1, all District 37 events require the use of a SILENCER or MUFFLER.

ALL-JUNIOR DAY at Bay Mare has been rescheduled for August 1.

ALL-JUNIOR MX, Bay Mare, Somis, CA 100% brass. \$5 mail (7/23), \$8 post. Box 371, Somis, CA 93066. 805/529-1872.

ACA MX, CRA. Saddleback Park, Ca. 10 am. \$3 mail, \$6 post, \$1 extra class. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3222.

TUESDAY, AUGUST 3

MINIS, SCMB. Trojan Speedway, South Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes. 213/862-0229.

WEDNESDAY, AUGUST 4

SPEEDWAY, SRA. Kern Co. Frngds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 & El Toro Rd. \$5 mail (8/2), \$10 post. 7:30 pm. 714/774-3222.

(Continued on page 30)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS

Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st THURS. OF EVERY MONTH

250 TT, 50 lap — Trojan Speedway. Guaranteed \$300.00 purse. Pre-entry fee \$5.00. Post Entry fee \$10.00. Send entries to 5601 Southern Ave., South Gate, Calif. or bring by the track. Gates open 5:30, Close 7:00. First race 7:30. Also regularly scheduled program. For further information call: (213) 923-9132 or 862-0229.

EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia. El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry \$5.00. Post-Entry \$10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men \$2.00 membership. Guaranteed Purse Sr. Classes. Admission \$2.50, Jr. (12-16) \$1.50. Info: (714) 744-3222.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday — Motocross — all classes 8 a.m. practice — 10 a.m. start — \$2.00 gate entry — \$2.00 race entry with membership, \$2.50 without membership. Info — (714) 247-7473 (eves.)

1st SUNDAY OF EVERY MONTH

Suzuki — All Junior Days — MX, Rough Rider. \$4 Mail Entry, \$8 Post. Box 1132, Ventura, Ca. 93001. (805) 643-5858. Gates open 7 am, entries close 8:30. Races at 9:15. Excellent trophies and other Suzuki products.

EVERY SATURDAY

Professional TT (night) by the Mt. St. Helens M/C Club, Inc., at Castle Rock, Wash. For information write: P.O. Box 51, Castle Rock, Wash.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

EVERY THURSDAY CMC NIGHT MOTOCROSS AT ASCOT PARK

\$5 post entry — 3 number plates. CMC license required. Pit gates 4:30 PM. First race — 7:30 PM \$400 purse, Experts — trophies, Juniors and Intermediates. General admission \$2.95, Junior admission \$1.50. Kids admission \$.50. Under Free. Entries close 6:30 PM.

By Ron Schneiders
Photos by Ron Schneiders
and Gary Satterlee

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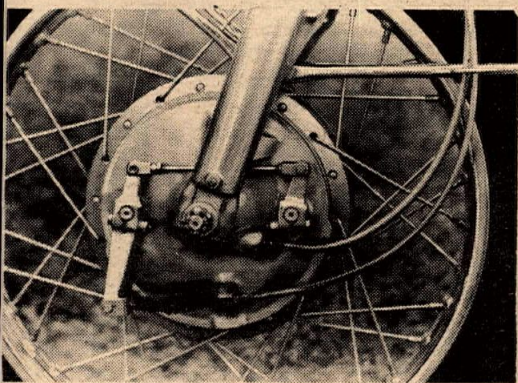
test of shock absorbers is hard to imagine and few pass it. On the Yamaha, you could ride the ripples, but with moderate discomfort. A few bikes I've tested would almost go out of control, but even the best aren't very comfortable.

The brakes on the Yamaha are absolutely superb. They stop the bike very quickly and in a straight line. The feel of those brakes is something that has to be experienced. Time after time I was able to hit the front brake hard, and bring the front wheel right to the point of locking — to where you could hear a little "chirp" of tire squeal — and back off without sliding. They are without doubt some of the nicest brakes I've ever used.

Traveling around town is one of the first places where you learn to love the Yamaha. The bike is narrow and instantly responsive. Most any bike will move through traffic pretty well, but the Yamaha turns beating traffic into an art form. It is so light and agile that I found myself not wanting to take a car anywhere. There is a danger however; the cops take a dim view of bikes in general and anyone who seems to be having fun particularly irritates them. The Yamaha is fun and fast and you stand a good chance of losing your license in a month if you really exploit its potential.

Motorcycling used to be a hassle from end to end. You could never be quite sure if the bike was going to start and you were forever tightening things, if you caught them before they fell off. The Yamaha is really in a different bag. Nothing — and I mean nothing — came loose. In the whole time that I rode the bike, I didn't carry a single tool. Not even a spark plug wrench. The bike inspires that kind of confidence. And apart from changing the plugs to a different heat range at the beginning of the test, it didn't need a plug change in over 1000 miles of riding.

To wind up the test I took my traditional tour, about 360 miles, starting up through the Angeles forest on the Crest Highway. Lots of nice sweeping 60 mph curves with more than a sprinkling of tight ones that put a strain on all the suspension components. The bike handles extremely well. There is just a trace of oversteer; it wants to pick itself up in a turn and you have to exert some effort to make it turn. This is one of the compromises that every designer must make. Light slow-speed handling requires a bit of oversteer. It's not at all objectionable. In turns the bike can be leaned about as far as you want unless your name is Hailwood. In the whole test, which included at least 250 miles of tight twisty two-lane mountain roads, I was able to ground the center stand exactly once. And then I was over farther than I ever want to be again. The bike tracks almost as well as



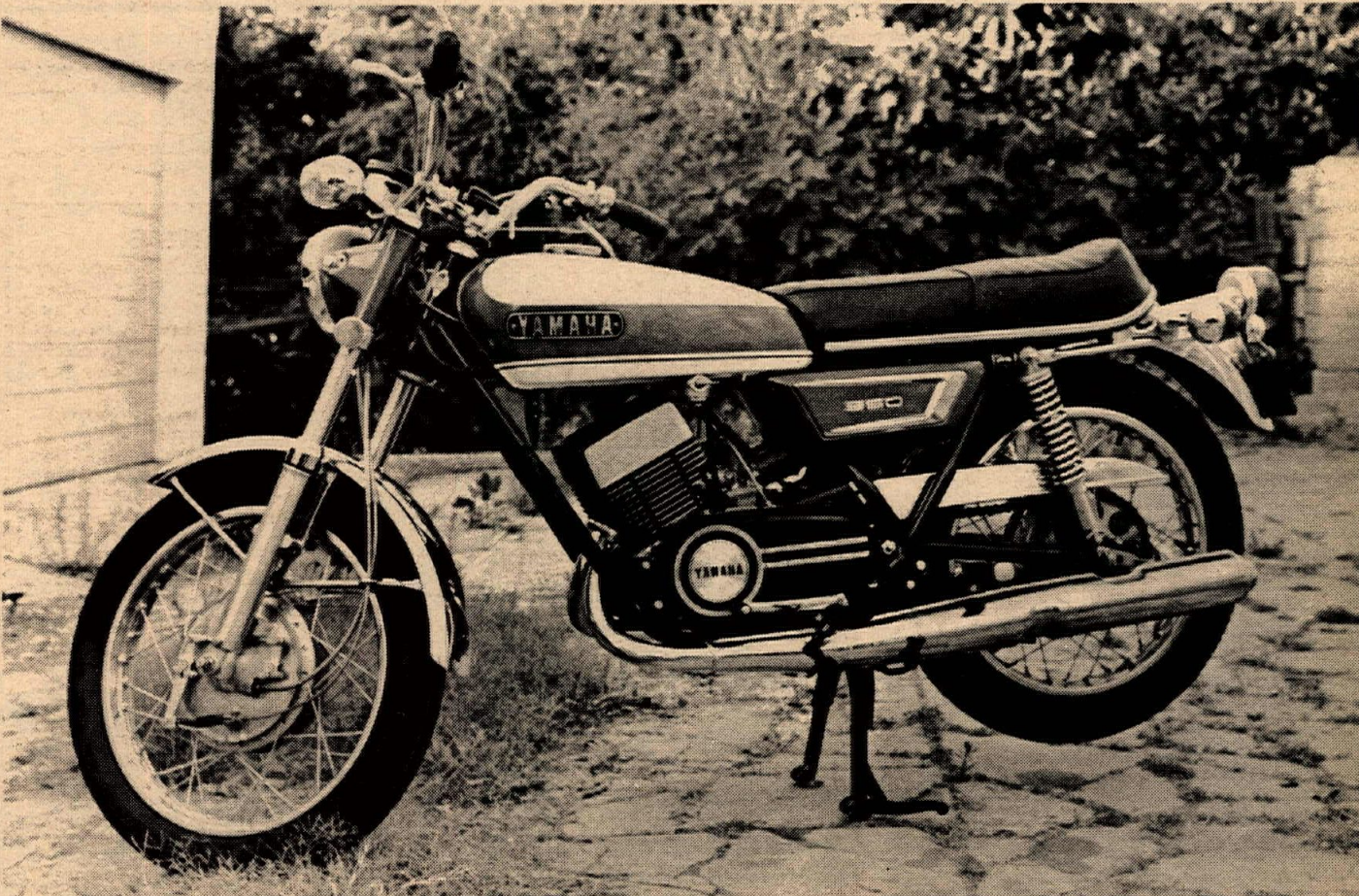
This twin leading shoe front brake has fine feel, excellent stopping power.

any I've ridden. You can put it on the center line of the road and keep it there all the way through a curve at near maximum speed. (If you ever try this, make sure you can see all the way around the curve or you'll be a hood ornament on a Mack Truck.) The tires (Japanese Dunlops) are not the best I've used. Their traction is adequate but not great. They get better as they warm up. I had only a very limited opportunity to try them on wet pavement but I don't think they're up to the rest of the machine there, either. They're not poor enough that I'd replace them when I bought the machine but I'd sure get something different when they wore out. An Avon rib would work very well on the front.

Turning from Crest Highway near Wrightwood, I dropped down to the

desert on a highway that twists like a snake, dropping several thousand feet in a very short time. It's a super brake test. The brakes are worked continuously and mercilessly for 40 minutes. If they fail or fade you're in trouble. The Yamaha brakes worked as well at the end as in the beginning.

Going across the desert at more than a rapid rate with the temperature in the neighborhood of 115 degrees on the near-melted highway, I suffered from heat failure but the Yamaha didn't. And



Styling? Well, you might call it that.

as quickly as possible we were back in the mountains, heading by backroads for Ojai. About this time I was starting to be annoyed by the one thing on the Yamaha that I really didn't like (apart from the gingerbread styling which doesn't really count). The gas tank is too small. In 360 miles I had to make 5 gas stops and once I almost ran out. The mileage isn't bad (38.5 miles per gallon on the trip) but the tank only holds 3.2 gallons. As soon as you've gone 60 miles you start feeling anxious and by 80 you're near panic because by 100 you just might be walking. (Remember that 38 m/gal. is an average, not a guarantee).

When I reached the coast, not far from Santa Barbara, I reluctantly turned toward home, riding the Pacific Coast highway for awhile, then turning up Topanga Canyon to Mulholland Drive. At the west end it's a dirt road for 5 or 10 miles. Surprisingly, the Yamaha wasn't all that bad on the dirt which is nice to know, because there are still many dirt roads in the country and once in a while it's nice to take one of them and see where it goes, even if you're riding a road machine. There was something else to be learned here, too. How many of you would tackle five miles of dirt road after 350 miles in the saddle of your favorite scooter? Frankly, there aren't many bikes that I would care to ride 350 miles in one day without the dirt road thrown in!

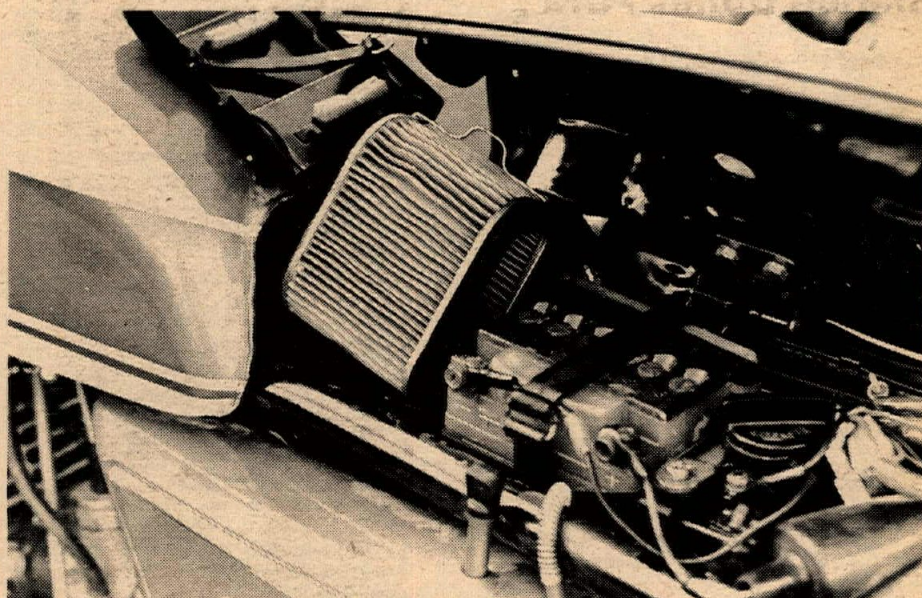
The R-5 is an easy bike to ride. It doesn't tire you in the least. Had I some reason, I could easily have gone another 150 or 200 miles. There's no vibration, the controls are well placed and the seat is comfortable.

The performance of the R-5 is outstanding. In production road racing the R-5 just about owns the class, which is a more valid statement about its performance than any I (or most any other road tester) could make about its performance. If you're a bit-better-than-average rider, you can pick a road with a few curves in it and inflict some severe ego damage on the proud owners of various multi-cylinder machines. Top speed is right in the neighborhood of 100 mph, if the bike is tuned to the teeth. More normal is 85 to 90 which is what our test bike would do.

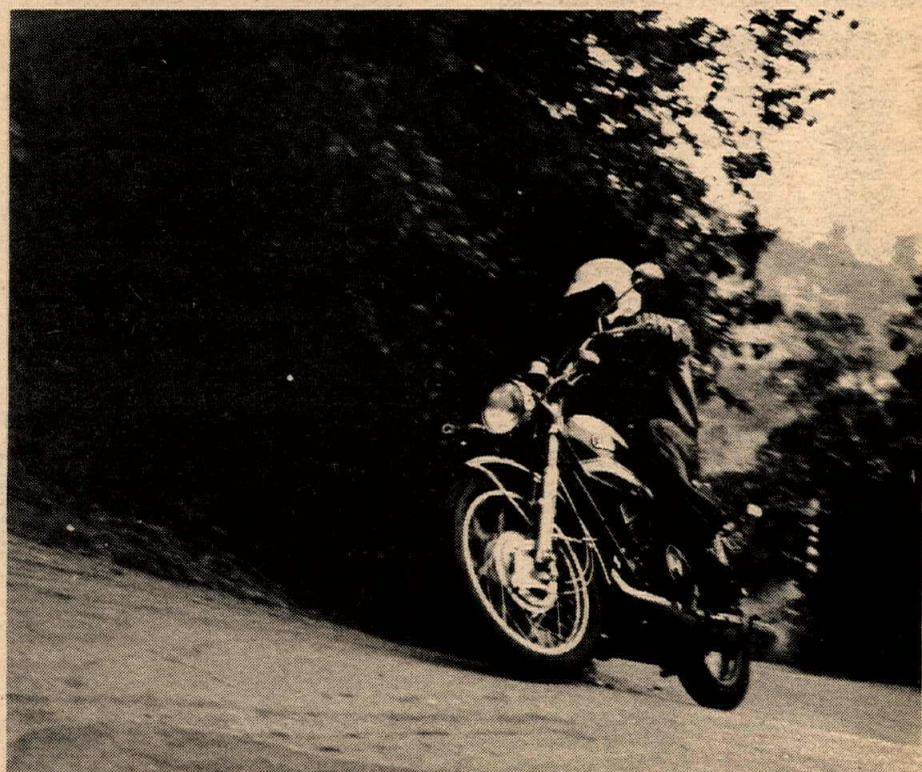
Ease of maintenance is one of those things you tend to overlook when you're buying a bike and regret forever afterwards. I've had bikes where you almost had to disassemble the engine to change the air cleaner element. You've probably been through that. Maintenance on the Yamaha is a dream. The points are out where they can be easily reached. The heads and cylinders could be popped off in a matter of 20 minutes or so. The twin Mikuni carbs are rubber mounted on both ends and they

could be removed for cleaning in one or two minutes. The air cleaner element can be removed in a less than 30 seconds without any tools, which must be a first. My only complaint in the maintenance line is the engine oil tank. This frequently must be filled on the road, but it is impossible to do without a long-necked funnel. The hole for the oil is about as big as your little finger and buried under the seat so that there aren't any straight shot possible. Filling

(Please turn to pg. 22)



The air cleaner element pops out in a matter of seconds. Note easy access to battery.



When the curve goes off-camber you appreciate the Yamaha's good ground clearance.

Cycle News

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CUTTING OUR THROATS

I have just finished watching a T.V. program which is supposed to show the police as they really are. (Ha!)

Among the daring deeds the two policemen do is to chase down two suspected burglars on motorcycles. The two bikers were supposed to look like dirt riders as their bikes had down pipes, high mount fenders, knobbies and the usual paraphernalia of dirt bikers.

I figure that the riders in that program were members of Stunts Unlimited or the Viewfinders which are reputable clubs and have many dirt riders such as J.N. Roberts, Duffy Hambleton, etc., acting as stunt men in films.

I don't see why they didn't use Hells Angel types that already have this sort of reputation. I don't know what the director has against dirt bikers but it doesn't seem very fair.

DAVID HEFTERICH
Hollywood, Calif.

Are you suggesting that these motorcycle stunt riders refuse to fill in parts that give the sport a false image? If so, you've got an interesting proposition for them to think over...Ed.

CARRY A LIFESAVER

Following the very unfortunate fatality during the Antelope Ramblers-Invasers Scrambles July 18 at Hi Vista, a few of us dedicated desert rats came up with a couple of ideas which we hope could become universally accepted, if not mandatory, for all competition riders.

In case of injury where the rider is dazed or unconscious, those samaritans like Rescue 3, I.R.R.C., or other ambulance-doctor units have very little information to work with, except for bike number and club affiliation, so it takes precious time to find out necessary details if hospitalization is required.

We all wear helmets, right? So why not have a plastic encased card taped inside each hat, with the following data:
(1.) Name, address, phone, age, etc., etc.
(2.) EMERGENCY PHONE NUMBER OF CLOSE RELATIVE.

(3.) MEDICAL INFORMATION:
a. Blood type (VERY IMPORTANT)
b. Allergies (penicillin, sulpha drugs, etc.)

c. Medical history (previous fractures, susceptibility to disease, anti-tetanus and other shots, etc.)

d. Family doctor, medical plan, insurance, etc.

If a rider cannot show this card at sign-up, he should be refused entry until he complies.

If the "MediCard" idea sounds good to you individuals and clubs, let me know and we'll see about getting some printed, with waterproof plastic envelopes.

SHAY ROMPELL
(Ol' "Patrol")
9250 Del Arroyo Dr.
Sun Valley, Calif. 91352

HELP!

We are in the process of forming the Stanislaus Trail Bike Association. This Association intends to represent the interests of all bike riders which use public property in our area. Our primary area of influence is Stanislaus County and the Stanislaus National Forest.

We had over 190 people attend our first meeting, at which Russ Sanford was our guest speaker. The Association seems to be off to a good start, however there are three things which we desperately need.

- 1.) We need to correspond with all clubs or associations in Central California which have members that use public land in our area. Please send us your name, address and number of members.
- 2.) We need copies of your charters and by-laws to aid us in preparing ours.
- 3.) We have met with the officials of the

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Cycle News (West), P.O. Box 498, Long Beach, California 90801. (213) 427-7433 - L.A. 636-8844.

TELEX NO. 673-474

Subscription:

One year 2nd class mail \$9.00
2 years 2nd class mail \$15.00
3 years 2nd class mail \$18.00
Single copy price \$.30



CHANGING WITH FILM

I would like to thank the owners of Bay Mare, Indian Dunes Park, Santa Maria's Spillway Park (motocross track), Golden State Racing Co., and all the motocross and desert motorcycle clubs who have been most cooperative in the portions of a dirt bike documentary filmed to date. Many clubs and their members, too numerous to mention, have been extremely cooperative and helpful in the filming, which has been and will be taking place at various events in Southern California over the next six months. Although the filming schedule is confidential, only occasionally will we pre-announce our arrival.

Stanislaus National Forest and they are currently making a study of off road vehicle operation. They were very receptive to us and we have agreed to cooperate with them in this study. Our first project is to prepare maps showing the trails and areas which we use and to compile a list of rules for trail bike operation within the National Forest.

We need your cooperation in this study and any organization which contacts us will receive a set of maps so that they can indicate the trails and areas which they have used.

JERRY IRONS
Stanislaus Trail Bike Association
P.O. Box 4604
Modesto, Calif. 95352



VOICES OF THE WEST

SILENCERS NECESSARY?

I can see the reason for a muffled bike in an area near houses where the noise could disturb somebody. But why do I have to silence my bike at a race track or a location zoned for dirt bikes, as a motorcycle club sponsoring a race or a motorcycle factory/distributor would have me do?

Have you ever been to your local drag strip or automobile race track? Now that's what I call noise!

When 4-wheel racers start corking up their turbo-charged Offenhauser and full-blown dragsters, then I will agree that it's time for us to silence our bikes.

GARY GELSON
Encino, Calif.

Four-wheelers have the public's acceptance because this is an automobile-orientated society. Cycles are still waging a fight for its right to exist. Complainers "overlook" the car noise and point out the cycles' rumbling from Corona Raceway to the most desolate regions of the desert. We've come a long way since the mid-50's, but we've still got a long way to go. Quieter machines, everywhere, may silently get us where we want to go...Ed.

The purpose of this documentary is to educate, in large numbers, the public as to the legitimate sport of dirt bikes, including the athletic and competitive aspects of the sport.

With all the false, adverse, and bigoted anti-motorcycle publicity which the media is persistent and wrongful in publishing, we hope that this TV documentary will enable the average citizen to see our sport and recreational activity as it really is. The documentary will be scheduled for national TV by Spring, 1972.

AL BUCK
GRAF/COM Productions
Goleta, Calif.

HOORAY FOR HONDA, PT. I

Re: your article titled "Four Owners Assn. ask DOT to Recall Early Defective Honda Models" July 27, 1971. I am afraid there has been a lack of information to owners of early CB750's. All Honda dealers were sent notices to contact all owners of CB750's that they had sold and have these defective chains

Published weekly except the first and last week of the calendar year by Cycle News, Inc., Post Office Box 498, Long Beach, California, also publishers of Cycle News East, and Dixie Cycle News. Second Class Postage paid at Long Beach, Calif. Editorial stories, cartoons, photos, etc. are welcome. Addressed, stamped envelope assures return of editorial matter. Reprinting in whole or in part only by permission of the publishers. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

and carburetor cables replaced at no charge to the customer. If any owner did not get this service then it is the fault of the dealer where he purchased the motorcycle and not the fault of American Honda.

As for it costing \$200 to \$400 to repair the bike if chain breakage did occur, I can recall an incident that occurred at our shop. A man had over 6,000 miles on his CB750 and was off warranty. His chain broke and destroyed both center cases and we fixed it for him. American Honda picked up the tab.

As for CB750's costing \$2,000, if you paid that much for your bike, I would say someone saw you coming. CB750's retailed for \$1,495 and this year they are only \$1,595. Not bad for a four-cylinder overhead-cam-disc-braked 67-HP electric-starting double-cradle-framed superbike!

RICK WHITEACUS
Service Mgr.
Denny's Honda
Auburn, Calif.

HOORAY FOR HONDA, PT. II

I recently experienced the common chain difficulty with my Honda Four that resulted in the destruction of upper and lower cases and an estimate of \$450 to repair from Long Beach Honda. As the machine is only a year old and the warranty long since expired, I felt I had no recourse.

When I approached Mr. Bill Johnson, Sales Manager for one of the Long Beach Honda shops, who sold me the machine, I was asked to wait two days while the shop contacted American Honda. When I checked back, I was informed the entire damage would be corrected at no charge to me.

I want it known that I have talked to other Honda Four owners and I am not alone in having received prompt and courteous service by the Honda Organization and their dealers.

M. W. SHATTUCK
Pasadena, Calif.

B.B. BOFFO WITH SICKLE FLICK

Bruce Brown's movie "On Any Sunday" has already smashed house records in Los Angeles and is slowly gaining momentum throughout the country. Bob Bagley, Brown's associate, reported that publicity was hurt by the two-week delay but now that the usual East Coast tours are underway things look tidy, indeed.

Meanwhile, a spokesman for Variety, filmdom's daily trade publication, said the film was undoubtedly "very big", having grossed \$25,000 in its first week in L.A. alone.

FREMONT SCRAMBLES TRACK REOPENS

FREMONT, CAL., July 21, 1971 - After nearly a year layoff the Fremont Raceway motorcycle facility will reopen on Friday night, July 30. A completely new track with four-foot banked turns, a three-foot jump and 60-foot wide turns with 50-foot wide corners has been constructed. No other scrambles track has such wide turns and straights, enabling the riders to pass at their leisure.

The track will host approximately nine night scrambles and will be the only scrambles track in the South Bay area to run on Friday nights. While other events are tentative, professional racing is planned for the very near future.

A point run for each division of motorcycle will lead to an award at the end of the year for the overall high point men and then high point in each division. This will give the Novice class riders a chance to run against the other classes and still stay in their respective classes.

HARRY WHALEN
Public Relations Representative
C.M.I.C.

On Tuesday July 13 the California State Assembly unanimously passed Assembly Bill 2342, the bill which we, the off-road vehicle enthusiasts, have worked for two years to establish. The passage of AB 2342 has come about through a tremendous amount of work on the part of a lot of concerned motorcyclists, plus a concentrated letter-writing campaign which produced supporting letters to legislators, by the thousands. I might add, that in two years there has never been an instance of a motorcyclists opposing AB 2342 or its intent. As soon as AB 2342 was passed by the Assembly, numerous press-releases were sent out and articles appeared in newspapers throughout the state.

Suddenly, since publication of the newspaper article, I have received notice of opposition by a few motorcyclists to AB 2342 on the basis of the fee structure and the method in which the funds will be spent, even though this has been highly (and repeatedly) publicized with not one single previous complaint or adverse reaction.

Believe me, I can understand the reasons why motorcyclists are so suddenly concerned. But, at the same time, these same persons cannot for a moment realize the depth and magnitude of the 'total situation'. I will try to summarize the position which we are in:

1.) Granted, as an organized group (which we are not), motorcyclists represent more than 10% of the state population. This includes the kids on mini-bikes, the road-riders, those who don't recognize themselves as 'motorcyclists', and those who just don't give a damn. Even if we, collectively, were organized and fighting the same battles as a 'common cause', there is still 90% of the state population which either dislikes us intensely, thinks something "ought to be done about those noisy motorcycles", or has no opinion. Unfortunately, this latter group is diminishing, because where they formerly never had an opinion, they also never went into the areas where motorcycles operated. Now, they have mini-bikes operating under their bedroom windows every Sunday

m.o.r.e. from the capitol

By Russ Sanford

morning! Let me add rather quickly, that I also know about noise from lawn-mowers, diesel trucks, railroads, airplanes, etc. But, these are accepted as a "necessity of life", whereas mini-bikes are not, unless you happen to be a motorcycle enthusiast.

2.) Because the 90% (or majority) of the population does not feel that they have to accept us, there has been tremendous pressure upon our legislators to "get those motorcycles and mini-bikes under control". Granted, we know that by providing facilities for us, many of the problems would be overcome. But, the public sees us generally in an unfavorable light and they would rather legislate us from existence than to provide facilities (which cost tax dollars) for something, which to them is unnecessary, undesirable, and should not be promoted or encourage.

3.) With this being the year of ecology, environment, and conservation, it was, and is, inevitable that our legislature would react to public demand for control of the "motorcycle menace". Registration and identification was as certain to be approved as death and taxes. Your attention is invited to AB 578 (Ryan) and AB 2985 (Z'berg). These Bills would not only have required registration and identification, but would have imposed such severe restrictions that dirt-riding would have been virtually eliminated.

4.) Fortunately, we were ready with our own counter-offer in the form of AB 2342 which also acknowledged the incontrovertible need for registration and identification. But, AB 2342 differed from the others in that our revenues were to be spent for motorcycle and mini-bike parks, rather than for enforcement of the proposed laws against motorcycling.

5.) Through our letter-writing campaign, and because we had an alternate plan, our legislators got themselves 'off the hook' with the 90% and the motorcyclists alike.

Now, let's discuss the soundness of the policy of self-financing a form of recreation which we feel should be financed from the taxes we already pay.

1.) I suppose the most basic and non-tactful argument is, "Do we want to make a stand upon principle, or do we want motorcycle and mini-bike parks, now?"

2.) As areas are taken away, there will be more instances of trespass, malicious mischief, etc. Without some form of provision (and consequent restraint) for motorcycles, we will never be able to improve the image and gain public acceptance. Without public acceptance, we will never receive the facilities which we need.

3.) Granted, there are many clubs and associations which are doing everything in their power to prove to the public that motorcyclists are responsible, respectable, respectful, and in some instances, a 'political force' to be reckoned with. But at the same time, for every 100 good deeds by motorcyclists (which go unmentioned), one knothole is out there tearing down everything we are trying to build.

4.) Twenty years ago, the horsemen were in the same situation we now find ourselves in. They were generally disorganized, rode where they pleased, cut fences to get there, made no attempt to avoid trespass, and generally made nuisances of themselves. They wised-up much faster than we, and are now recognized as very much a part of the 'saga of the golden west'. As such, they have everything in the world going for them, all paid for with our collective

tax dollars. In some areas, such as San Mateo County, they are very strongly entrenched both in terms of facilities and in civic leadership. It makes little difference that we outnumber the horsemen (or any other group) because we are still a minority as far as the general (total) public is concerned.

5.) In 1970, the horsemen sponsored AB 2245 which established a \$10 annual pleasure-riding tax upon horses to be levied by the counties for purposes of financing equestrian trails and areas. When we point out to them that not one county has yet collected a dime, their answer is that the original legislation did not allow the county to use the funds for the administrative costs of collecting the funds. (Corrective legislation was introduced this year and it will remain to be seen if the counties do anything about it.) In any event, it allows the horsemen to point to the motorcyclists and say, "We passed legislation to pay \$10 per year for our trails and areas." Even though they have more trails and areas now than they can possibly use, they have the upper-hand unless we, too, indicate our willingness to pay our own way. The difference being, that we will pay our own way, and they will only give it lip service.

6.) AB 2342 places the administration of the funds and approval authority with the California Department of Parks and Recreation, a branch of government in which I have faith, but will watch very closely.

The passage through the Assembly of AB 2342 is a matter of 57-plus, so because of my personal involvement, the motorcyclist's involvement, and the fact that we finally have some legislation working for us.

However, if I thought for a moment that AB 2342 would hurt us in any way or if I had any misgivings at all, I would do everything in my power to have it withdrawn.

I would appreciate anything which you can do to relay this information to anyone who has doubts about the program. Naturally, I will welcome any comments or inquiries by motorcyclists. Please send all inquiries or comments to Russ Sanford, c/o M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.

'EVEL KNieVEL' REVIEW

AN ENTERTAINING NON-BIOGRAPHY

By David Swift

As it so happens, "Evel Knievel" is one of those movies that the PTA has been hollering for. It's perfect for the upcoming summer nights when you want to pile all the kids into the station wagon and haul them to the drive-in. Somehow, the film manages to keep even a six-year-old entertained, thanks to a heavy reliance of visuals, yet the dialogue is intelligently written as to not offend anyone this side of Tom Wolfe. It is marvelously devoid of nookie.

Evel Knievel, for those of you who tuned in late, is a motorcyclist who has been justifiably tagged the last of the gladiators, the greatest modern daredevil, and one of the brilliant showmen of the century. It's little wonder some enterprising film company decided that a film of his life was in order, and perhaps one reason that it was so soon coming out, (Evel has yet to jump the Snake River Canyon) was because some executive felt our hero was certainly going to blow it any moment.

Well, the real Evel is alive and well somewhere in the Midwest preparing more jumps and he certainly likes the movie. It is pure entertainment. Sadly, a chance to probe deeply into the psyche of a fascinating athlete-promoter-daredevil has been lost for the time being. Fanfare's "Evel Knievel" concerns itself with the pumped-up myth of a do-good criminal from Butte, Montana, who has a knack for the eccentric. His good-natured insanity, they want us to believe, causes him to submit to all sorts of agony — the spectacular high-speed footage of Evel's disastrous Caesar's Palace crash is used — in order to nobly assert himself in history books.

The movie gets off to a rocky start as George Hamilton, in perhaps his best role yet (the studios say "maturing" at times like this) reels off an already over-written speech about why he jumps over things. He talks about pioneers and Neil Armstrong and stuff like that.

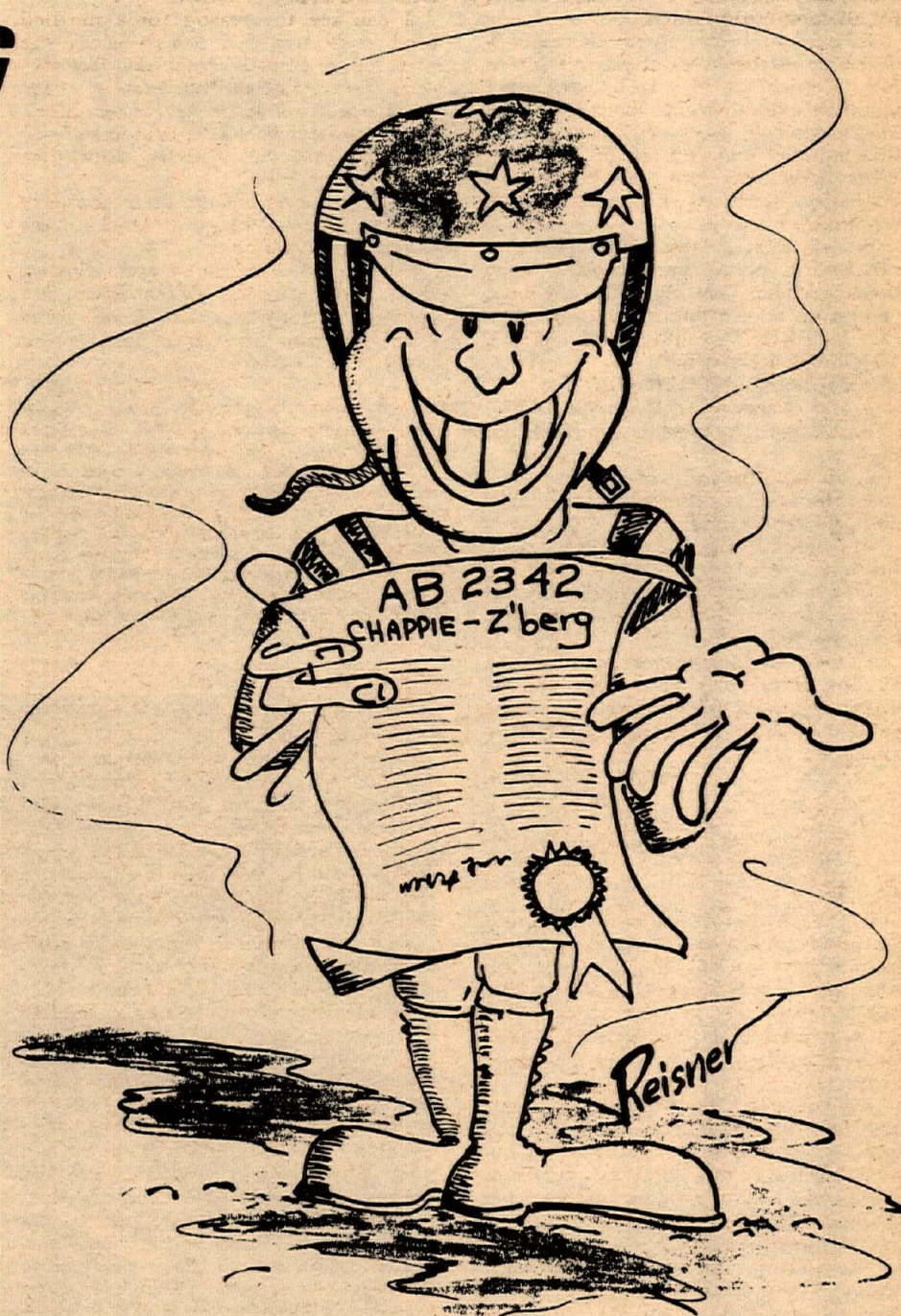
Suddenly, in the first of a series of flashbacks, we see little Bobby Knievel wandering about his hometown, a bit of a loner. A couple of episodes later, we watch him grow up in a society bloodthirsty for stuntmen, especially those who fail.

"Knievel" convinces a sideshow promoter he can jump two pickups and finds himself having to make the jump while a new-found friend's body is being carted away. Brave Bob learns "the show must go on" and subsequent success leaves a sweet taste in his mouth.

The flashbacks begin to get a bit disconcerting at times because they don't fall in chronological order. All the flashforwards, however, take place at a penthouse overlooking Evel's Ontario jump site; the purpose is to build up suspense for the actual Ontario jump which we will see at the end of the movie, but all the interruptions sort of distract from it.

Besides, the best part of the whole fare is the least expected. The portrayal of Evel as an hell-raising 18-year-old spared no detail. Wait'll you see the awesomely accurate 1956 DA-with-a-wimp haircut he sports. Anyone who ever thought about stealing hubcaps during the Sock Hop will laugh, once. It wasn't easy being a teenager in love back then, and "Knievel" who has fallen for his future wife, Linda (adequately portrayed by Sue Lyon, the girl who was once too young to see Lolita) is a classic case. One particular scene finds the couple alone in a high school gym; he forlornly shoots baskets while she glumly announces her decision to go to college. "I can't be a waitress all my life," she cries, plaintively. Bob, tough punk that he is, has a lump the size of the basketball in his throat, but keeps his manly pride. All right, go ahead, kid.

It's a thoroughly enjoyable film if you are not in the habit of frequenting Antonioni flicks. The acting is on the level of most television shows, understandable since director Marvin Chomsky spends most of his time there.



WE DID IT!

Nicholas/Norton Dominates Yamaha Gold Cup

GARDENA, CAL., July 23, 1971 — BSA and Norton took turns in the Expert final trying to capture the Yamaha Gold Cup before another new record Ascot crowd of nearly 12,000 at the second annual event at Ascot Park tonight.

A two-mile traffic jam prevented many people from reaching the track in time to see the time trials. For those who missed it, the fastest times were set by Sammy Tanner, Jody Nicholas, Tom Rockwood, and Terry Dorsch.

Tanner opened the action by winning his 396th half mile race in the first heat race. Nicholas started his sweep by winning his heat over Dave Aldana and Mark Brelsford. Mel Lacher grabbed the third and final heat to give Norton three-in-a-row in the warmups.

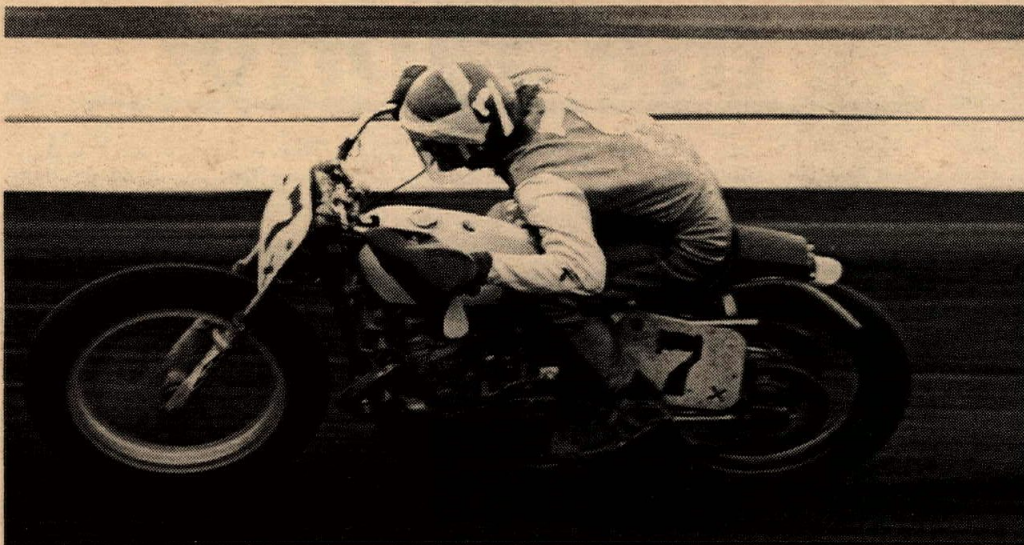
Then it was back for the trophy dash that was paying more than \$500 to the four fastest. Rockwood, who was forced out of the heat with ignition troubles, was back and ready, giving the dash a full field.

Nicholas made it two in a row in the dash column, coming from a first lap third place to scoot under Rockwood and Tanner for the win, his third of the season.

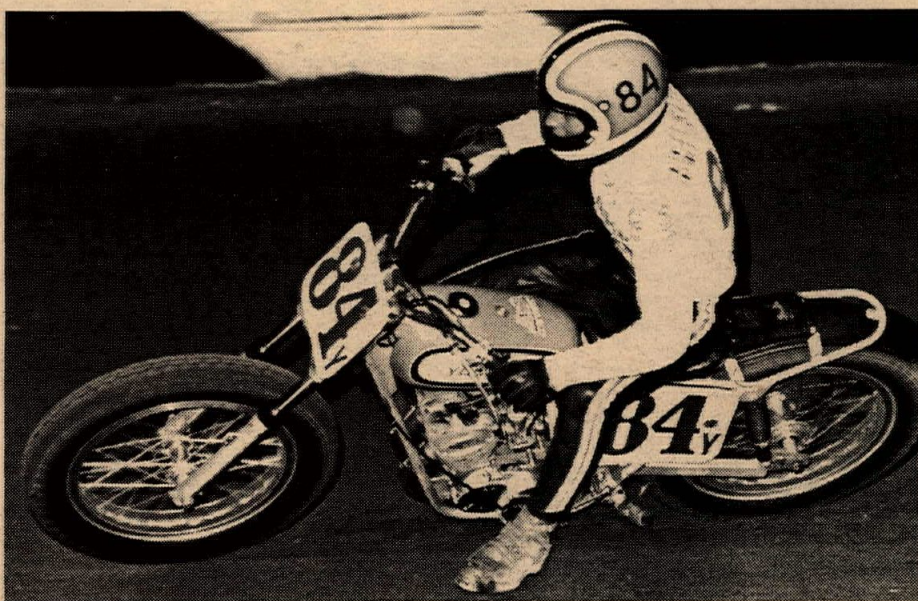
In the final it was Aldana up front and flying. Nicholas moved into second on lap three and closed the gap by lap six but Aldana was still in command. Then on lap seven it was all over for the BSA rider as the engine quit on the back stretch, giving Nicholas the lead for the first time.

Another BSA, with Lloyd Houchins in the saddle, then took up the challenge and the two dived the rest of the way to the finish with Houchins never quite getting close enough to attempt the pass. Lacher was a close third and DeWayne Keeter was in fourth.

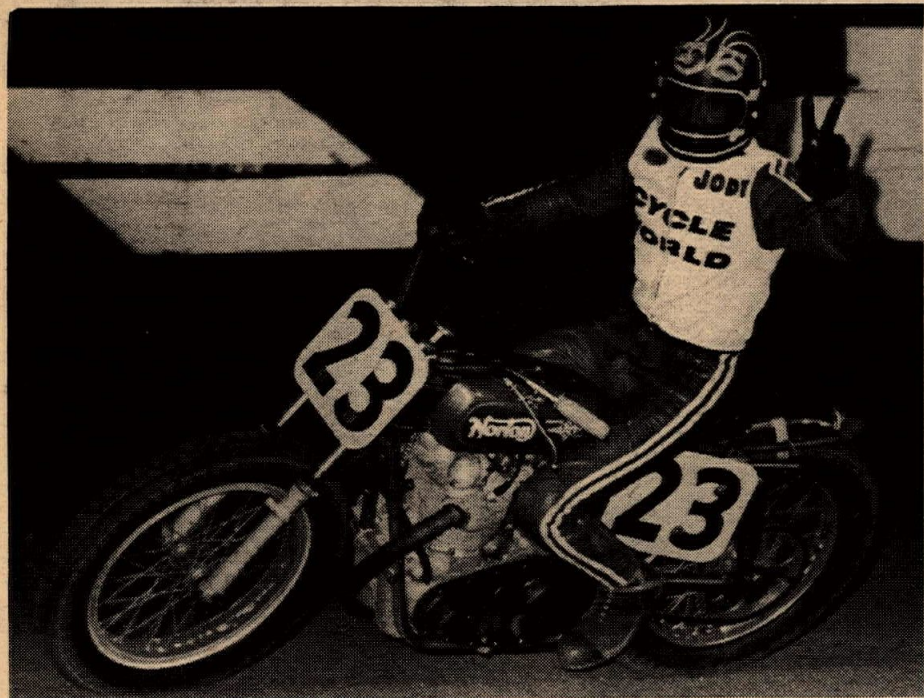
Defending Cup champion Keith Mashburn and his Yamaha found the going rough this year. He was the last rider to make the Main Event after taking third place and last transfer in the semi behind Eddie Wirth and Dave



Sammy Tanner won his heat and set fastest qualifying time, but only took sixth in the Main.



Scott Brelsford collected yet another Novice Main win.



For the second week in a row, Jody Nicholas took the top slot at Ascot.

Sehl. Jimmy Odom, second place rider in '70, did not transfer out of the semi to the final.

Gary Scott returned to Ascot's Junior action for the first time in over two months and Kenny Roberts was back for the first time since opening night. Scott came back with his 11-in-a-row win streak on the line and built it to thirteen straight before the night was over. He is now just three wins away from the 16-straight record set in 1964.

Scott and Roberts again waged a wheel to wheel and nose to nose battle in the final after each had won their heat races. Roberts led the first four laps before giving front spot to Scott on lap five. Then it was Roberts pushing Scott to the win the rest of the way to the finish.

Loyal Penn out-raced Randy Scott for third place and Ascot point leading Junior, Ron Moore, pulled no better than fifth this time out.

The best in the West or any other place in the Novice class, Scott Brelsford and Steve Nichols, salvaged the only glory for Yamaha for the night by leading a lightweight sweep in the

beginner's class.

Nichols made it close and tried for the win the first four laps. An over-eager attempt on the sixth lap dropped him off the pace and it was Brelsford this night in for the win and the trophy.

More than \$5,000 was paid to the riders, plus money and awards from Yamaha, the AIM Helmet Co., Tabloc Inc., Bates Leathers, Norris Cams and Norton. Trophies were furnished by Custom Trophy Co. in Gardena.

The Ascot Yamaha Cup series was started a year ago at Ascot and will close out this year with a night mile event at Arlington race track in Chicago on Friday night, Sept. 10th.

The payoff to Nicholas was his biggest in nearly 10 years of dirt track racing, just under the \$2,000 mark. Second place Houchins came in at just under \$1,000.

Ascot half mile action continues each and every Friday night with all of the national riders expected back this Friday night for another try at Nicholas and the Norton domination of the Gardena oval.

15 LAP EXPERT FINAL	
Jody Nicholas	Nor
Lloyd Houchins	BSA
Mel Lacher	Nor
DeWayne Keeter	H-D
Keith Mashburn	Yam
Sammy Tanner	Nor
Mark Brelsford	H-D
Nick Theroux	Tri
Chuck Hart	Yam
Dave Sehl	H-D
Eddie Wirth	Tri
Dave Aldana	BSA
10 LAP JR. FINAL	
Gary Scott	Tri
Kenny Roberts	Yam
Loyal Penn	Tri
Denny Kanegae	Tri
Randy Scott	Tri
Ron Moore	Tri
Al Baker	Tri
Tim Wolf	Tri
John Hoy	Tri
Tom Monk	Nor
6 LAP NOVICE FINAL	
Scott Brelsford	Yam
Steve Nichols	Yam
Steve Mudd	Suz
Denny Carlson	Bul
Tom Horton	Yam
Guy Bailey	Yam
Ed Mitchell	Yam
Lanny North	Bul
Larry Collier	Kaw
Devon Sowell	Suz

AMA LEADERS TO CORONA

CORONA, CALIF. — The battle between veteran Dick Mann of Richmond and defending champion Gene Romero of San Luis Obispo for the 1971 AMA Grand National riding championship will give added spice to J.C. Agajanian's first annual 20-lap National Championship Motorcycle race at the Corona Raceway this Saturday night (July 31st) at 8 p.m.

Mann, former national title holder and current point leader, and Romero, the defending champion and currently second-ranked rider in the nation, will headline a 100-rider field in the nine-event card on the 1/2-mile clay oval.

With more than \$20,000 in prize and contingency money on the line, riders from all parts of the nation will invade the Corona oval for the first national championship race in the Inland Empire in more than twenty years.

Mann currently sits atop the point list with 603 points to Romero's 558. Racing Director J.C. Agajanian has signed twelve of the top thirteen riders in the AMA standings for the race, including such stars as Jim Rice, Jim Odom, John Hateley, Dave Aldana, Mark Brelsford, Don Castro, Don Emde, Dave Sehl, Dave Smith, and Eddie Mulder.

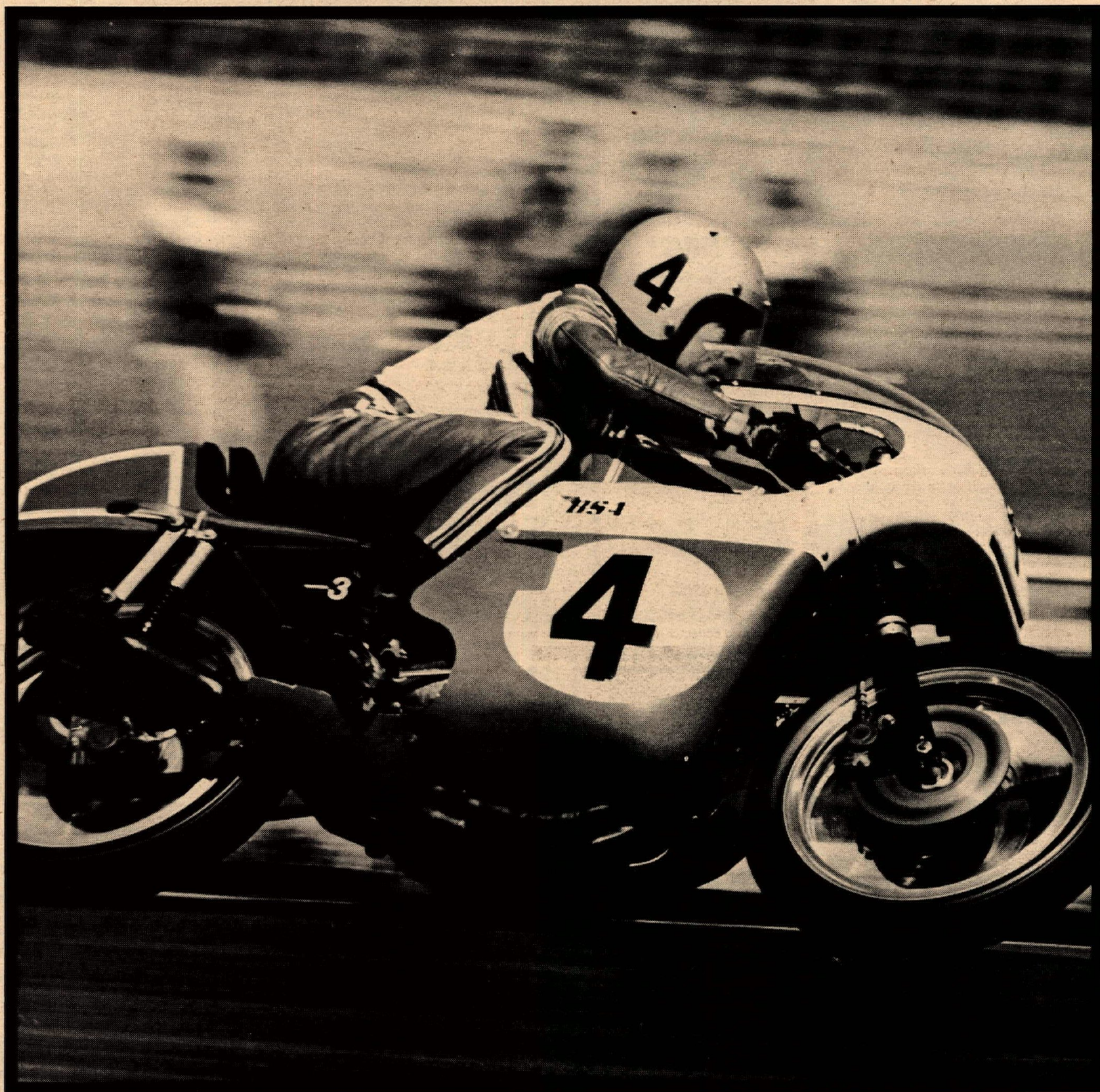
This race will be the first time many of the riders have tried the tricky Corona oval, with its downhill backstretch, and uphill front straight. Only Hateley, Aldana, Emde, Smith and Mulder have raced on the track to date.

One rider who knows the track forward and backwards is first-year Expert Terry Dorsch of Granada Hills, winner of four-out-of-five of the races run at Corona. Dorsch will be the "home pro" when he faces the star-studded line-up.

Gates will open at 5 p.m. when 5,000 reserved seats go on sale, priced at \$6 and \$7. General admission is \$5 for adults, \$3 for juniors and servicemen, \$1 for kids 8-12, under 8 are free, as is lighted parking.



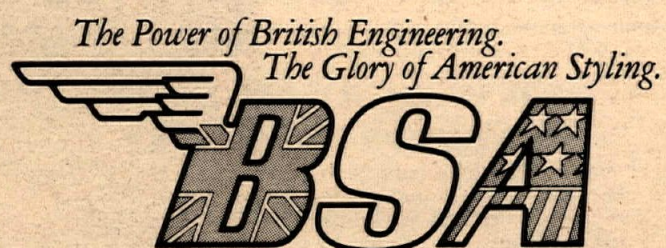
In a very spirited battle, Gary Scott closes in on Ken Roberts during the Junior Main.

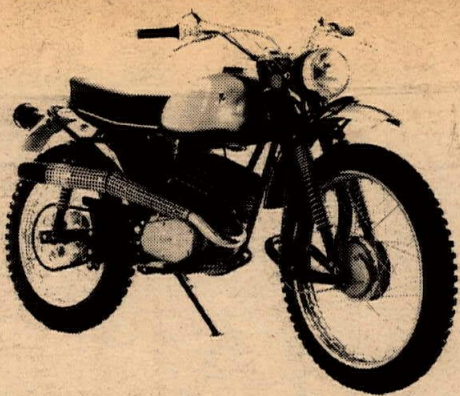


MANN RIDES THE WINNER TO HIS THIRD VICTORY.

Takes 100 mile Kent Road Race on a BSA.

Dick Mann widened his lead in the AMA National Point standings with his third win of the year. In a hard-fought race, Mann finished first on his BSA. His BSA teammate, Don Emde, finished third. More power and glory for BSA.



DKW

THE LITTLE BIKE THAT WINS THE BIG RACES

**GRANDFATHERS KNOW BEST**

When you're over 40 and a grandfather to boot, nobody expects you to win motorcycle races, let alone take a Silver Medal at the Berkshire or a Gold Medal at the Trask Trials (the qualifying event for the International Six Day Trials).

Bob Ewing of Mission Hills, California did it at the Berkshire, and Herb Uhl of Boise, Idaho did it at Trask. But then, they're pretty unusual grandfathers.

They learned long ago that if you want to win races, you've got to have the best motorcycle to be had. That's why they both won on DKWs. They know that reliability, handling and strong power over a broad range is a winning combination, and that DKW has it.

Who says you can't teach an old dog new tricks?

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PRESENTS**SUNDAY, AUGUST 8, 1971****DISTRICT 37 POINTS****MOTO-CROSS**

Follow line from Pacific Coast Hwy 1, west on Hueneme Rd. and south on Arnold Rd.

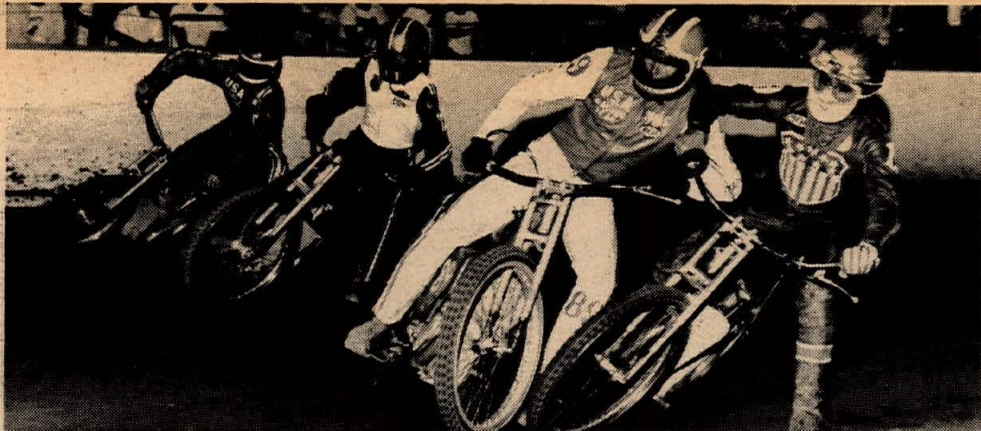
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500 - OPEN & SIDEHACKS -

LOTS OF TROPHIES

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(Mail entries close August 3)
Practice runs 8:30 to 9:15 A.M.
1st race starts at 9:30 A.M.
Further info Ron Anderson, Chairman
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While Sonny Nutter (left) and Mike Konle battle it out for the lead, Rick Woods decides to go wide and take it from them.

Fitzpatrick Upsets Handicap

By Mike Capalite
COSTA MESA, CAL., July 23, 1971 — Joe Fitzpatrick took his move out of the Second Division seriously Friday night at the Orange County Fairgrounds Speedway track and proceeded to go out and win the Handicap Main after leading it from the start. Jim was able to best the competition in his heat, the Semi, and carried it right on to the Main. Finishing in second spot was Steve Gresham, another move up from the Second Division who was right on Jim for that lead position but couldn't seem to get the drive needed coming out of the corners. Steve Bast who had to battle with Mike Konle for the third spot as they tried to get through the traffic, found that when they were clear, there wasn't enough laps left to do any more. The top boys better watch out; those Second Division riders have been practicing.

The Second Division Main went to

Mickey Quade after he had moved up to pass Guy Waterson. Quade had finished second to Waterson in the heat and was determined that it wouldn't happen in the main as Guy had to settle for a second with Paul Henderson and Jim Ashworth grabbing third and fourth after a spectacular crash by Scott Sivadge and John Flanders.

Coming into the first Division III Main as an alternate, Dan Willits showed the rest of the boys the way around as he took the checkered flag, with Bruce Baron coming out on top in the second Division III Main. This one had the spectacular crash of the night as Cary Cotterman lost control coming out of the front corner and after zigging and zagging a little, cut across the track and center-punched Warren Roberts. They both went down in one big pile right at the starting line, but luckily neither were hurt bad.

With the help of a beautiful hole shot off the line, Mike Konle grabbed the lead over Jim Gresham in the Feature Match Race and it was all over as Jim couldn't find the combination to catch up and Konle took the checkered flag going away.

The Scratch Main Event proved Rick Woods' ability as a tactician as well as a rider as the drawing for positions left Woods on the outside and biggest threat for the win, Sonny Nutter, on the pole position. As both riders had accomplished the feat of winning both their heats and their semis, the stands were charged with excitement.

Off the line, it was Nutter and Konle into the corner first with Konle having about a bike's length, but as they went into the corner, they both drifted wide on full chat. Rick had gone into the corner wide and squared it off and as Nutter and Konle drifted out, he came out of the corner like a shot from a cannon and took the lead. The stands went wild! Nutter was able to come back and get on his rear wheel for the remainder of the race, but there was no passing Rick as he took the win with Nutter in second. Back in the third spot, it was Konle and Cullum swapping it around with the battle finally going to Konle.

The racing is getting better and better on Friday nights so if you haven't made it out this year, make it a point to.

(Results on page 28)



Rick Woods likes to win; guess why.



Steve Bast showers his opponents with dirt.



The start of the next to last Inter-AMA. Fighting for the lead are Keith Franzen (7), Christer Lindblom (3), Steward Nunn (15) and Vlastimil Valek.

Bickers Bags Biggie Bash!!!!

By Charles Clayton
LINVILLE, OHIO, July 25, 1971 — Reporting a motocross is like reviewing improvisational theater. The promoter produces a show, AMA directs and stage manages it and the riders are like actors ad-libbing their lines. The curtain went up on this week's Inter-AMA at beautiful Honda Hills, about 30 miles east of Columbus, Ohio.

On opening night before the show, camped-out fans turned the Honda hillsides into a miniature city, lit up brighter than neighboring Linville. The spotlight focussed on the first supporting moto, starring Lars Larsson and his silver Husky. Lars trumpeted to a masterful win, followed hard by Gary Jones on his factory Yamaha. Gary Bailey on a new factory prototype Bultaco 350 was third.

Lars did it again in the second Open moto, but Jones didn't come around — trouble on the back stretch. Bailey again took an easy third, this time behind hot-hauling Gordon Bowden of Pennsylvania on a Sprite. With two wins to his credit, Lars stroked it in the third Open moto, finishing behind Bowden, who might have been unbeatable that moto in any case, so swift was his passage. Bailey was running second until a flat rear tire put him in back.

But, the feature show was the 250cc class, headed in the first two motos by easy-riding Dave Bickers (CZ). Although

the ending was known by the curtain of the second moto, the third act, like a good play, held the most excitement. Mark Blackwell of Hawthorne, Calif., took a starring lead, sending up a cheer that could be heard in the third balcony. Gunnar Lindstrom, who had followed Bickers in the first two acts, took over the point at halfway, not without difficulty, but soon coasted to a stop with a dead Husky.

Blackwell had the lead again and made the best of it. He flat fled from Bickers, Keith Fransen and Vlastimil Valek, who were having their own 3-way match far behind.

Back in the pack, America's favorite Jim Weinert (Mai) was working his way up from a consistently bad start, gaining several places nearly every time around. Weinert didn't shut off for anything, and when he gets those AMA starts perfected, he'll be the one to beat.

Also starring in the Inter-AMA extravaganza were Wayman Priddy of Texas, who finished 9th behind a flock of Europeans and Norm Richens of Canada who took an overall 3rd in the Open class. West led the second 250 through half the heat until dropping out. Tore Jonsson got off on his face.

Next and last Inter-AMA of the series is this Sunday at Unadilla, N.Y. It was moved there from Bridgehampton, Long Island at the last moment.

(Results on page 28)



Tom Laurion (95) faces off with Lars Larsson.

DeSoto to Head Dunes \$\$ MX

SAUGUS, CAL., July 26, 1971 — Many of the top motocross riders in the United States are expected to be on the starting line for this weekend's (July 31 and Aug. 1) warfare on the Indian Dunes' obstacle course, says track promotion man John Grout.

Walt James, general manager of the track, has doubled this week's purse money for the Senior-class competitors in an effort to attract spectacular talent.

Heading a fine list of entrants for Sunday's program will be John DeSoto, the "Flying Hawaiian." DeSoto has as yet to be defeated at Indian Dunes since he began riding his Suzuki 400.

Some of the other riders, all of whom would like to nail DeSoto, are: Scott Hoffee, one of the Can-Am Motocross series leaders; Tom Rapp, the sensational young Bultaco rider who

came within a snapped chain of whipping the European Experts four weeks ago at Indian Dunes; Tim Hart who has, in recent weeks, been one of the most serious threats to the DeSoto domination; and Billy Clements, a Husky racer who almost beat DeSoto in the Elsinore Grand Prix.

Heading Saturday's All-Junior events, will be 16-year-old Joe Granatelli from Northridge, a young rider who, along with his famous S.T.P. Bonanza Special, was recently responsible for winning nine of nine motocrosses at Indian Dunes.

Racing gets underway both days at 9:30 a.m.
H.B.T.Y.

Motor sport double agent Gordon Jennings turned 40 July 23. He even admitted it.

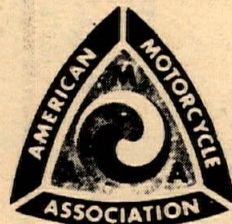
THIS FRIDAY THE GENE ROMERO CHALLENGE

At Midnight, Thursday, Gene Romero's suspension is lifted. At the TT National at Ascot on Saturday night, Gene was awarded his \$200 check, despite the fact he was unable to ride. Gene, the sportsman he is, apologized to the fans for his absence at the TT and the previous night's Yamaha Gold Cup Half-Mile, and said that he will be at Ascot on Friday night. "I was aiming to win both nights," he said, "but I will be here next Friday, and anyone who beats me can take the purse money and my \$200 check. But I am aiming to take it all!"

With Gene will be most of the top National stars including Gold Cup winner, Jody Nicholas, and top National Dirt Rider, Dave Sehl, who is flying out a new factory Harley engine for the race. Be there for only \$2.95 or \$2.45 if you show your National ticket stub.

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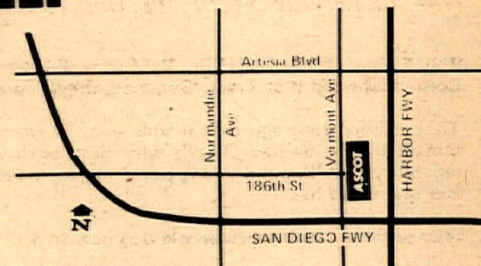


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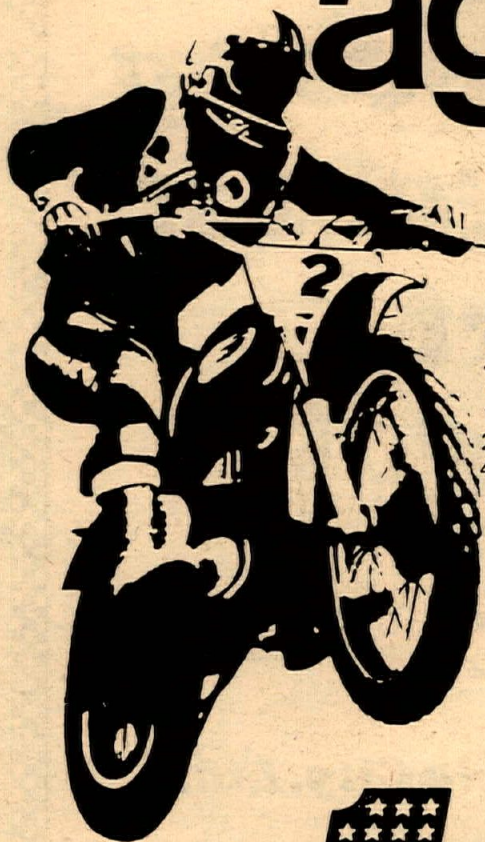
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European Scrambles
July 25, 1971
100 Expert/Junior Class
1st — Mitch Mayes — BAJA 100
2nd — Terry Clark — BAJA 100
4th — Rich Mark — BAJA 100



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Juniors Swarm Tri-Am Opener

By John Grout
VALENCIA, CAL., July 24, 1971 — With 520 riders at Indian Dunes to contest today's qualifying round of the Tri-Am motocross series it would have to be said that if this whole thing is not one whopper of a success it certainly can't be blamed on a lack of rider interest.

So many were the entries — 97 in the 250 Novice class alone — that promoter Chuck Ferguson elected to run on the long Dunes combo course, an idea designed to allow as much room as possible between the screaming machines.

Each class ran two 25-minute motos through two water crossings and by the end of the whole affair the top 50 riders from each weary group advanced to the final round at a new date and place yet to be announced.

In the 250 Novice endurance runs Mark Hovater (CZ) of Canoga Park was the eventual winner over Oxnard's Paul Hendricks (CZ) and Jeff "The Wrecker" Wecker (CZ) of Saugus. The second leg was led all the way by Bishop rider Joel Kyne and Tom Claire from Van Nuys, both CZ-mounted. Hovater's victory probably the hardest-earned in the day's program, came in a race that saw a constant dice between the front runners. At one stage of the conflict Wecker had moved within a wheel-length of the leader only to encounter handling problems somewhere along the back side of the course. From that point on Hovater continued to extend his lead.

In the first moto for the Open Novices Ron McClellan (CZ) held off constant attacks by Russ Mortensen (Mai) and CZ racer Mark Granger. The second round for the class carted off by Port Hueneme's Lorenzo Garley (CZ) who made a successful bid from third to first in the last lap.

The day's overall victory in the Open Beginner division went to Suzuki-mounted Duane Holman, a San Bernardino rider who grabbed a first

and second. Winner of the other heat was Dave Carrao (CZ).

The 250 Beginners, a dusty romp which concerned 83 bikes, had split winners: Mike Escarcega and Mike Hogan, both on Maicos. Penton-mounted Allen Bart scored back-to-back victories to be top 125 Beginners.

Mark Morrison and Larry Melton (Hon) won the 100 Novice class while Steve Davison (Ric) and Ray McCoy (H-D) did the same in the 100 Beginners.

The two motos for the 125 were too close to name a winner as of presstime. Among the contingent riders, however, were Fred Joehunk, Joe Root, Ron Acevedo, Greg Robertson, Charles Mott, and Rick Salmon.

This weekend will see the initiation of a new program, running the 100-125s in the morning and the 250-Open machines in the afternoon. ACE will host another All-Junior Motocross Saturday, the final one until further notice, and Sunday will see the fourth round of the Can-Am Series, featuring a \$1000 purse.

(Results on page 28)



Large classes over the long course made Sunday's races at Indian Dunes fast.



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(If it goes on
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STRAIGHT ARROW KARNES ZINGS JR. FUEL

(Continued from Page 1)

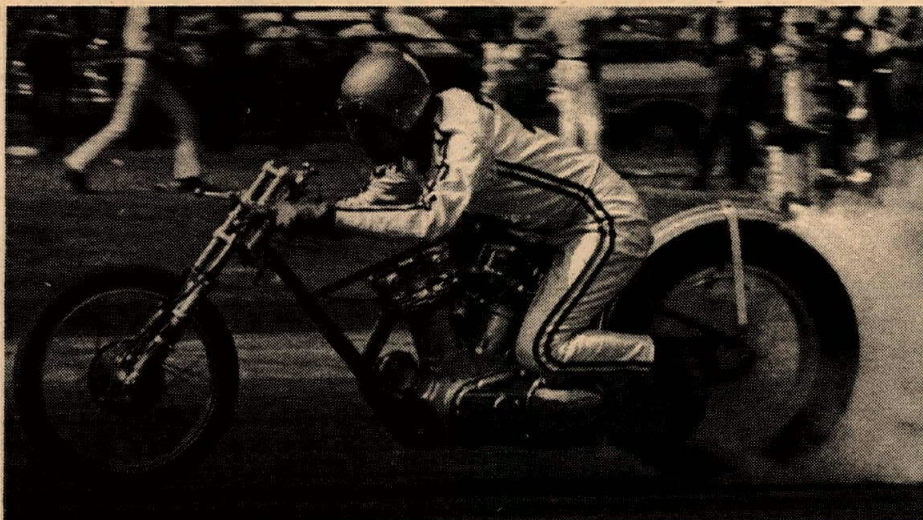
The Straight Arrow Team cornered another win in the Street Eliminator bracket as Chuck Kennedy rode his D/M 750 Triumph twin to a 12.62 second pass. He defeated DiLarso and Collins on their E/SS entry from D & A Kawasaki in Trevoise, Pa.

Competition Eliminator action saw Don Leady of Glassboro, N.J. victorious on the Ed Roth Honda F/A record holder. His 13.19 was quick enough to put away Tony Ross in the final round.

The trophy for Little Eliminator went to Gary Vesilica from Barberton, Ohio on his consistent II/M Yamaha.

Several new AMDRA records were set at this Championship event. Don Dodge recorded an A/A record of 11.04 — 121.62 mph on his Arnold H-D Sponsored Sportster.

From the House of Beeza in Lockport, N.Y., Jim Crompton rode



Dave Campos.

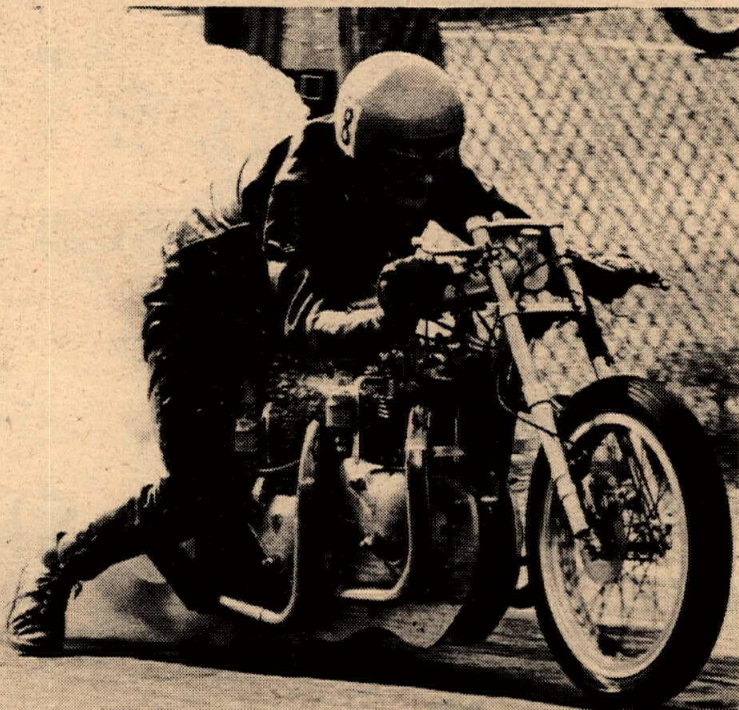
12.45 with his Kawasaki Mach III, while Norbert Niszcza rode the Cycle International C/S Honda "750" to a new record at 12.83.

After the trophy classes ran their eliminations, the big iron staged for their final runs.

Top Gas was first. Marv Jorgenson had beaten Bob Mauriello in the first and Guy Leaming in the second and now had to face the old master himself. Routt put a beautiful hole shot on Marv and trounced him with a 10.63 for the win.

Larry Welch's turn next as he had to face California ace, Joe Smith, for the big one in Top Fuel. When the light went green, Welch dropped the hammer on 110 inches of nasty and blasted off the line. Smith's big H-D bogged and broke 40 feet out and Larry motored on down for a 9.65 easy victory.

The next event on the AMDRA National calendar is at Maple Grove



Top Fuel Eliminator, Larry Welch.



Boris Murrey blasts-off.

Dennis Baldwin's BSA Rocket "3" to a new D/Altered record of 11.42 at 115.83 mph. The Kocha Bros. riding for V.I.P. Honda in Plainfield, N.J. lowered the F/A record to 12.83 at 101.01 on their 450cc charger. County Cycle Center in Eddystone, Pa. captured records in D/M (Bill Jacona, Honda "4" at 12.32 — 104.4) and in F/M with John Ferguson on his Honda "450" at 13.56 — 92.97 mph.

Terry Morrison of Hallstead, Pa. dropped the E/SS record to a tough

Dragway for the Pennsylvania State Championships on August 29, located in Mohnton, near Reading, Pa. This \$2,000 purse, one day event will lead into the AMDRA Mid-America Nationals on Labor Day weekend at Marion County International Raceway in LaRue, Ohio. The Labor Day meet will cover two days and offer over \$3,500 in awards.

For more information on these or other AMDRA events, contact AMDRA at 718 Haddon Avenue, Collingswood, N.J. 08108.

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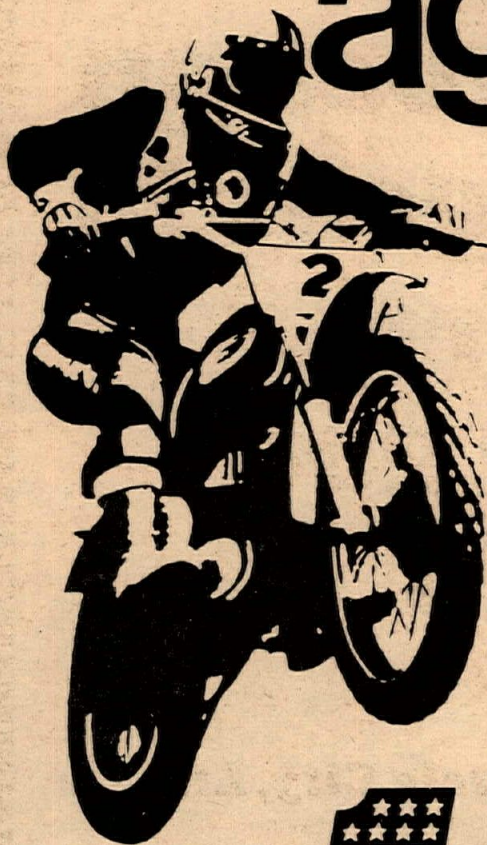
and guts to spare. Fastest man on the salt, too. Cal looks trim and comfortable in his Bates Leathers.

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2nd — Mitch Mayes — BAJA 100

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1st — Terry Clark — BAJA 100
2nd — Mitch Mayes — BAJA 100
100 Amateur Class
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Cycle News North

CAL EXPO PROFESSIONAL MOTOCROSS

Some of the most spectacular motocross racing ever will take place Sunday, Sept. 5 at the Cal Expo Fairgrounds to highlight the last week of the Fair which will run Aug. 20 through Sept. 8.

Pre-empting the former Sacramento Mile National, this first of what is planned to be an annual event already has signed the top ten professional racers in the United States and the total number of racers participating is expected to reach almost 400. Professional contestants will vie for a \$3000 cash purse as well as outstanding trophies.

Three racing divisions are planned; 125cc, 250cc, and unlimited with entry fees for Amateurs pegged at \$5 and Professionals at \$10.

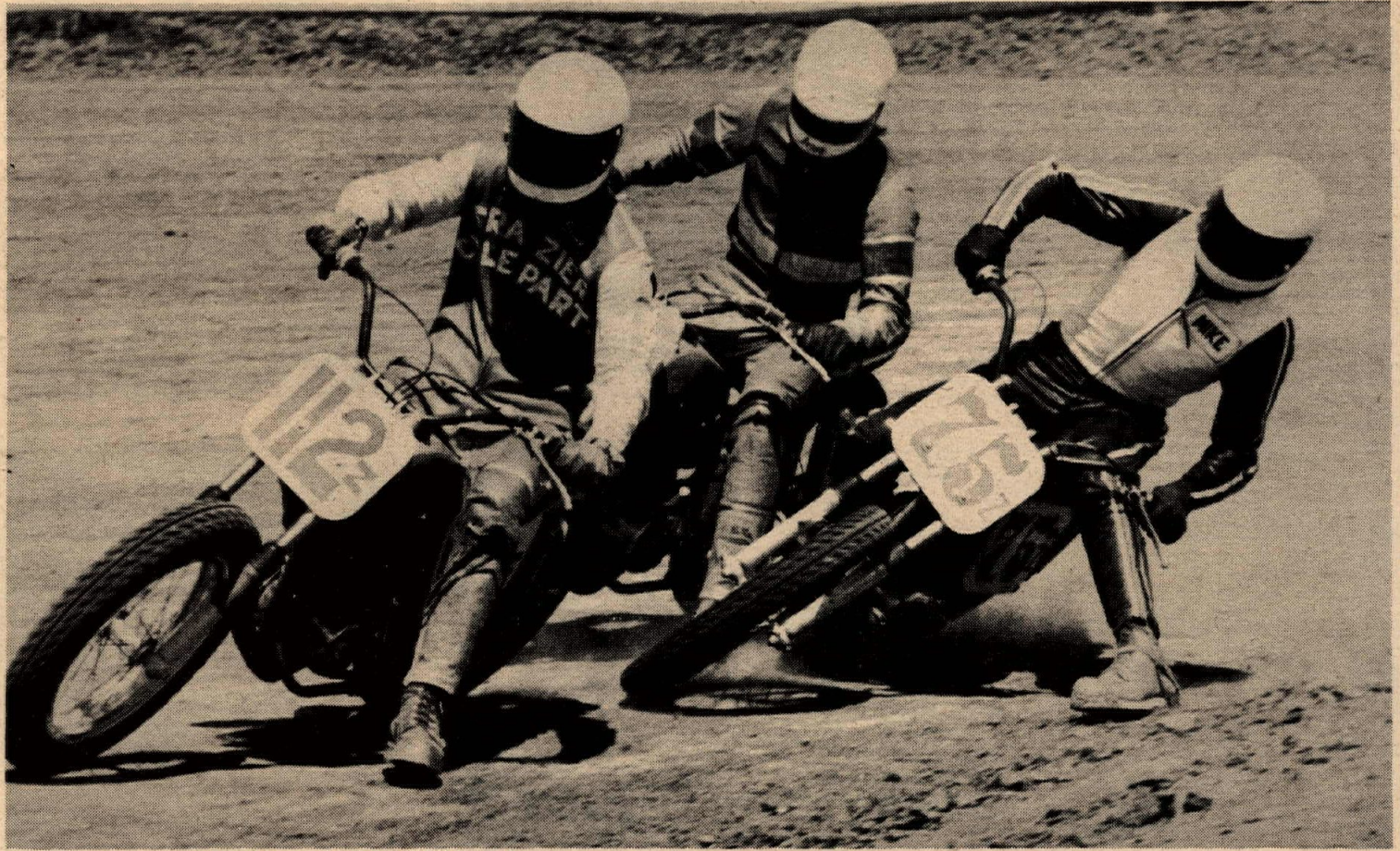
The actual track covers a full mile and includes hills, jumps, gullies, sand and mud, straightaways, and rugged turns.

Admission fee to watch the races will be only \$3 in advance and \$3.50 at the gate. A total of 45 races will be run throughout the day beginning at 9 a.m. Gates open at 7 and practice will last until 8:30. Races will run from 9 through 2:30, with one half-hour break when the professionals will put on exhibitions for the crowd. Three hours of professional racing will begin at 3:30 leading up to the awards presentations at 6:30.

The races are being sponsored by Olympia Beer and presented by the Dirt Diggers North, well known for their Hang Town event. Management of production will be handled by Leisuretech Incorporated.

Plenty of shady picnic grounds and play areas will be available for the spectator's benefit. Additional attractions at Cal Expo include continuous entertainment at six different stage areas, sailboat and scuba diving demonstrations, custom car show and a rock band performing at the Motocross.

The entire day of motorcycle races promises to be one of the most exciting events to take place at the year's California Exposition and one that motorcycle enthusiasts will not want to miss.



Novice Mike O'Brien had problems with John O'Gilvie—oof.

McCaul Rides Mann Replica to ST Win

By Bill Spencer

MERCED, CAL., July 18, 1971 — San Jose Novice Pat McCaul rode his Bob Swamson, Dick Mann Replica Ossa to his second straight victory in less than a week. The Merced County Fair hosted the second Novice/Junior short track put on by Bob Barkhimer Associates and a healthy crowd turned out in 100-plus temperatures.

McCaul led for the entire 15 lap Main and was never pressured by second place finisher John Emerson. Emerson, aboard an ET Cycle Ossa was firmly in control of second for the distance

despite being closely followed by A&A ace Scott Brelsford. Brelsford rode a Yamaha twin that wasn't quite the right machine for this rough and hard ¼ mile short track and spent much of the day racing in the air. While his machine is the greatest on tracks like Ascot and Corona, it is not ideally set up for hard tracks.

The day's activities consisted of qualifying heats that transferred everyone to four heat races and even though only 31 riders showed up, the program had its thrilling moments. In the first qualifying heat, McCaul bailed and nearly became the first casualty when Dennis Huff plastered a tire mark on McCaul's Bell Star, but the young rider was unhurt and was able to remount and finish the event.

Intermission brought out the water

truck but it was ineffective due to the rising heat and the track was still in fairly rough condition as the Trophy Dash was lined up. When the flag flew, Brelsford let loose with a great hole shot that nearly put him in the bleachers. No lack of horsepower for his Yamaha. He managed to get it settled down and easily won the three-lapper over Tim Thomas, John Brumond and a falling Snider. After heaping young loves and trophies on, Scott was given a few minutes to get cooled off for the Main.

From the pole McCaul settled down to getting a good start and holding the groove and with Emerson in tow, he did just that. Brelsford from a sixth place start to third but was unable to pass any farther due to the roughness of the track.

(Results on page 28)

Konle Ends Woods Sweep Bid

By Sportphoto

BAKERSFIELD, CAL., July 21, 1971 — For the second straight week here at the Kern County Fairgrounds oval, Rick Woods was just barely held back from sweeping the program. Last week it was Dave Gifford in the Match Race and this week it was a super inspire 'Big Mike' Konle in the Handicap Main.

The 50-yard marker was pretty crowded with Woods, Steve Bast and Sonny Nutter all waiting for the starter to throw the green flag (the gate had gone kaput in the semis).

At the flag, Woods was away like the wind, holding down fourth spot coming out of the first turn. He slipped into third spot going into the second turn, but in the attempt to get around Ed Williams and into second he got way out against the fence, losing much valuable time. Meanwhile, Konle wasn't letting any grass grow under his wheels and was

riding the best race of the season, opening up a considerable lead, too much lead for Rick to overcome as he followed Mike to the checker, ahead of Bast, Nutter, Williams and Stu Morley.

After some problems with the track surface, or lack of it, last week, this week the track was as smooth as it has been all year and the swiftness of the racing was very loud though unspoken testimony to the condition of the oval. 'Big Mike' grabbed another win in the Scratch Consolation, leading from wire to wire in front of a hard pressing Dave Gifford, then Jim Gresham and John Fishburn.

Ed Williams showed Sumner McKnight the way home in the Feature Match Race, leading from start to finish, although, Sumner was never far behind and one error by Ed and Sumner would have been past him.

(Results on page 28)

PETERSON RETURNS TO SILENT LODI

By Bill Spencer

LODI, CAL., July 16, 1971 — With most of Northern California tracks requiring mufflers for motorcycles, things have become very quiet, at least as far as the bikes are concerned. The racing is still hot and heavy as the point battle for the top twenty starts into the last half of the season.

Tonight's 250 Expert Main had a surprise winner as Erik Petersen returned after a four-week layoff due to a crash and led for the entire distance to win his first Expert race. The race resembled a three-ring circus as it required three starts to get it going. The third start saw Petersen in the lead and Jim Foley failed to make the top five. He was right behind Petersen on the second go, but it seems that tonight was not to be his night, at least for this class. Petersen held off Bill Budde, Rick Hocking and Jeff Holman for the first half of the ten laps as Foley started to work his way up from sixth. On the last lap, he was in fourth ready to make a pass attempt on Hocking at the tree turn when a tangle ensued letting Dennis Spence get by and the finish was Petersen, Hocking, Spence and Foley.

It wasn't all bad for Foley though as in the 500 Expert Main. He leaped into the lead and literally tore away from the field to a fast and furious pace that kept him a half a lap in the lead, until the end was in sight. Honda ace John Hall started off second to Foley with Hocking in hot pursuit. Third spot was held by Selby team rider, Brian O'Hagan with ancient age Ray Huff in hot pursuit. It wasn't too many more laps

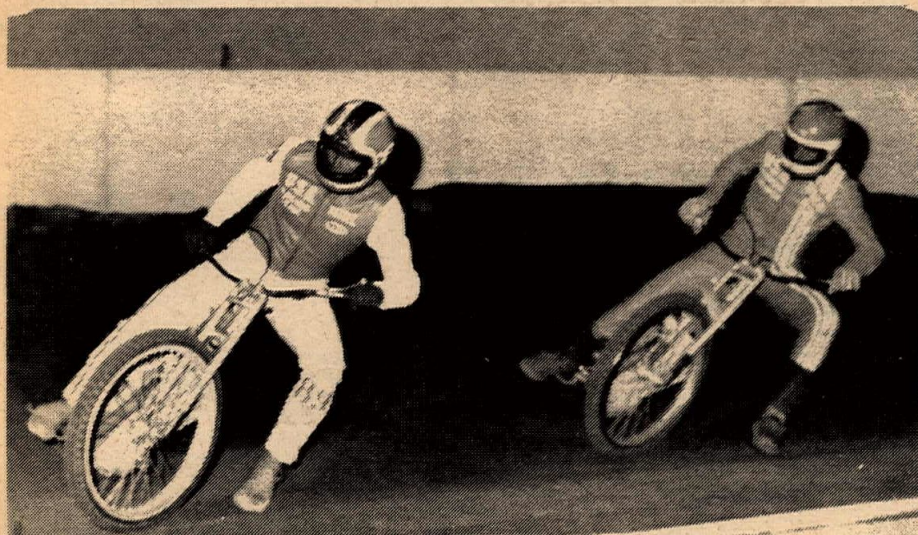
that Huff put his Zarkarian Bandido into orbit and worked all the way up to second and was ready to try for the National Scrambles Champ when the checkered came out.

In the 500 Junior, Dennis Simms rocketed his 400 Suzuki into the lead over Rich Anderson and Dave Scott, but that wasn't good enough for the victory though as Anderson's Triumph got underneath at the tree turn.

The 650 Expert show was another thriller as Jimmie Brooks turned his Cycle Center BSA loose at the onset and took a commanding lead that surely would put him up for his fourth straight Main Event victory. But this was not to be as Brooks dumped in the tree turn giving the lead to Mike Sarandria. On the next lap Mike went wide at the same turn and let Bud Smith take over the chore of leading the ten-man main around the slippery grooved facility. Smith liked the lead so much that he held it for the rest of the distance and beat out Bill Budde and Dennis Spence.

The 650 Junior go was a hard fought battle for second as Paul Leuty won it, but just barely as Conrad Saxelby really put on a charge exiting the last corner after having to work from fourth through a tangle past the infamous tree turn, and then nearly nipped Leuty at the checkered. The battle between these two is great watching as both riders are very smooth, but Saxelby doesn't get off the line well and Leuty does. Consequently, Leuty has less work to do than Saxelby.

(Results on page 28)



Rick Woods can't get the drive to pass Mike Konle.

Ahola Cleans Up 'Sudsy' Event

By Dick Sjoboen

GRAHAM, WASH., July 15, 1971 — Despite the appearance of several nationally ranked riders, the local shoes took the major portion of the \$3000 purse for Pro TT-ers, sponsored by the Mr. Sudsy car wash people. It was a huge success both for the field of riders and the near capacity crowd.

Emil Ahola (Tri) overtook national No. 54, Dave Hansen (Tri), on the fifth lap and held the lead for the remaining 20 laps, collecting \$400 in lap money alone. Hansen rode right on Ahola's tail but could not find room to make a move on the local favorite. Ahola also won the Trophy Dash, holding the lead all the way.

Competition in the Junior Main was very fierce. Kenny Roberts, one of the

most prominent Junior riders in the nation, took the lead from Tom Watterson (Yam) in the fourth lap, but spilled on the back turn. Randy Skiver (Tri) charged into the lead on the sixth lap and collected lap money for the remaining laps. Randy was fast qualifier for the night. Previously, in the dash, Roberts (Yam) led all the way.

As usual, Steve Baker (Yam) took all honors in the Novice division. As a matter of fact, Steve and his Yamaha led all the way in every event in which they competed. A "mis-understanding" at the start of the dash resulted in a rerun, but with the same results. Steve has been clocked at less than 19 seconds during practice and heats; it will be interesting to see what happens next season when he mounts a large machine! (Results on page 28)



John Gennai's winning streak has reached six at Vallejo's TT Scrambles.

Gennai Builds Win Streak

By James Brammer

VALLEJO, CAL., July 16, 1971 — John Gennai continued his uninterrupted winning streak in the 250cc Expert class at the weekly TT Scrambles at the Vallejo Speedway making it six in a row. Only four other riders have won the 250cc class at Vallejo this year and none of the four have a second win.

Fresh from a professional short track win on Tuesday night at Santa Rosa, Pat McCaul was no match for Gennai on the TT track at Vallejo. He finished a distant second while Terry Gough from Menlo Park, Calif., riding his first race in five years, finished third.

Gennai did not have a ride for any other class leaving the 650cc final for Ken Helling to win.

In the 500cc Junior final, Kent Johnson took the lead from Ron Kesler in the wide sweeping corner on the south end and went on to win.

While Jean McFarland led start to finish in a 500cc-650cc Novice final, Billy Hadesty from the Fremont M.C. on a Maico and Ray Turner on a BSA battled for second. Turner took the second spot.

Joe Heckmann won the 250cc Junior lead from Roy Taboada on the last lap in the final.

The first serious crash in several weeks occurred in the starting lap of a combined 125cc Expert and 200cc Junior class race. Three bikes went

down — two very hard. The track point leader, Larry Drew hit a fallen bike and catapulted into the air landing some 50 feet away. Drew and another rider were carried off the track in an ambulance but both riders declined a trip to the hospital. Drew did not ride any other races he had entered. When the race was restarted, Steve Fredrickson won with Danna Perrie taking his second place by passing John Hearne.

Consistent winner in the 175cc Novice class Mike Kalamaras couldn't get through the traffic in the 175cc Novice Final. He won his heat, but was turned back by Bill Rider and Joe Sickle in a competitive final.

The greatest entry is in the 100cc Novice class taking two finals. The young age of the racers makes it interesting with the well prepared equipment backed-up by Dad with Mom having something to do with the clothing selection for safety and looks. Thankfully, there is not a lot of action in this class and the riders seldom fall. The winners are delighted with their trophies won over multitudes of riders entered.

The 100cc "A" final winner, Karl Cleeton wanted to be sure the results show him on a Bultaco. Maybe I have been branding him wrong. The 100cc B final went to Mighty Mouse, John Prince, on a Kawasaki.

(Results on page 28)

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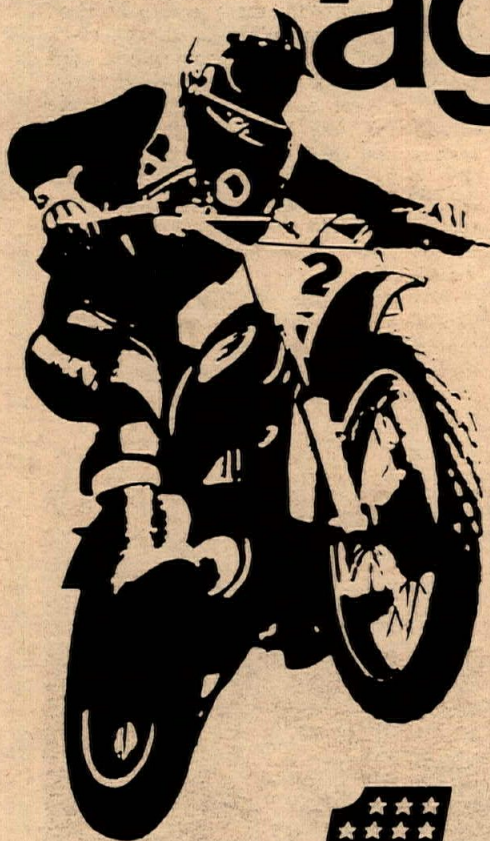
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baja wins again!



Desert Foxes Hare Scrambles
July 11, 1971

100cc Class

1st Terry Clark — BAJA 100
(4th Overall)

2nd Mitch Mayes — BAJA 100
(8th Overall)



the Harley-
Davidson
outperformers

McCaul Wins Novice/Junior ST

By Bill Spencer

SANTA ROSA, CAL., July 13, 1971 — Riding a Dick Mann replica in the first Novice/Junior program at the Chris Beck Arena, San Jose Speedster Pat McCaul soundly defeated all comers with a clean sweep on this deep dirt, short track at the Santa Rosa Fair.

McCaul started things out with a bang by setting fast time in the opening qualifying heat that none could best. His luck nearly ran out in the heat, though, as he fell twice and was nearly eliminated.

The third start was stopped after four laps when Rick Hocking ran over a downed rider, but three starts is a race and McCaul, who had been running third behind Hocking got by and took the checkered.

Second fastest qualifying time went to Scott Brelsford, but his new Yamaha single started to seize on the last laps and his time was three seconds short of McCaul's and he elected not to try and run the heat. The Swanson Ossa that McCaul rode is the same motor that Brelsford took to three Novice Main victories at Ascot Park early in the year. Scott was last seen headed for the A&A work bench to do some "back to the drawing board work".

The 15-lap Main was a piece of cake for McCaul, who led from the first corner all the way to the checkered. Holding down second was Davis, Calif., ace short tracker, Jim Crenshaw (Bul), who had his full of Mike O'Brien (Bul) for the distance. O'Brien, Sacramento short track champ, would pressure Crenshaw with his front wheel, but Jim in retaliation, would hold a close line and keep O'Brien in check. At the onset, McCaul pulled away, but he appeared to be unable to pace himself and Crenshaw pulled up only to be badgered by O'Brien enough so that they both fell back giving the young Ossa pilot a clear trail.

Fourth place went to Novice Eric Warner on one of the few Jack Lancaster framed Bultacos. The machine seems to snap off the corners and with time Warner will be a real tough competitor. Fifth spot went to Harry Dring (Bul) who is riding high on his third place finish at the San Jose Junior National.

A remarkable job was turned in by Pat Hennen (Bul), riding his very first professional event. He turned in a fourth in his heat, a third in the semi and a fifth in the main to rank with Al Kenyon and Ken Roberts for the rare honor of making the main in the first attempt.

John Olgilvie (Bul) and Bob Goodman (Bul) fought it out for last with Goodman doing high, wide and handsome slides for that honor. Neither motor was in the greatest of shape and the physical aspect of the night's work definitely entered into the scene.

In the 10-lap consolation, John Emerson rode an E.T. Cycle Ossa to an uncontested victory over Carlo Lucia and John Grand. Emerson took the lead from the onset and had little trouble keeping it while Lucia had to work around in the heavy traffic to take the second spot.

The idea of the Novice/Junior program has merit where few Experts reside or are on the circuit, but some of the local Experts who don't ride the circuit were a little miffed at being left on the side lines when many of the local short tracks are run with all riders combined.

(Results on page 28)

CMC Central Draws MXers

By James Ferguson

COALINGA, CAL., July 11, 1971 — Crabtree MX track had its second CMC Central Motocross today. It was extremely warm, and in spite of extra hard work on the part of the track crew, there was still dust to be eaten. Even so, there was a good turnout of both spectators and riders.

Racing got underway with the 100 Jrs. as Mark Franklin grabbed the lead and held onto it for an easy win. It looked as though he had the first place trophy all to himself, but as fate would have it, at the beginning of the second moto he found he had a broken chain. David Russell was next in line for the first place win and followed through with a first overall. Second place was easily taken by young Bruce Sisk (Hon) riding his first race.

In the 125 Jr. Div. I, the Franklin brothers (Jack and Mark) made it look



Scott Brelsford had trouble with his machine.



Pick your own groove and follow it.

Gifford Tops Cal-Ex Speedway

By Bruce Young

SACRAMENTO, CAL., July 6, 1971 — Almost 3000 spectators crowded into the small Cal-Expo arena and there was standing room only in many places to view the fifth race of the series. More than 40 riders came to ride and a special

event even had to be run to provide room for everyone to ride.

The rider that impressed the people the most with his very beautiful style was Dave Gifford of New Zealand. Dave won the Scratch Main Event with much ease. Sacramento's favorite rider, little Les Chanky, shot out like a bullet in each race that he entered but after about three laps he would dive into a corner and go down in beautiful style to allow someone else to take the win. He did win the Match race that was run between himself and John Fishburn and later the Scratch Consolation Main.

Chuck Hatcher repeated himself again after winning the Handicap Main at Reno, Nev., the night before he won this Handicap Main also. He has had a long dry season with thirds or fourths all through the series. Several local riders returned this week and showed very well. The first, Freddie Ortiz, won the first race of the night and won his Handicap Semi Final race. Pat Rooney won his Handicap heat easily and went on to the Handicap Consolation. John Green repeated his win in the Handicap heats, and second in the Semi Final Handicap and third in the Handicap Main, after winning the road race in Kent, Wash., the week

(Results on page 28)

Cranke Takes Cal-Am Pair

By Richard Bungay

SACRAMENTO, CAL., July 11, 1971 — Sunshine and excellent track conditions greeted a large turnout of riders and spectators for the Cal-Am Motocross Club's second event on the summer calendar. More than 400 Northern California motocross riders treated the crowd to some of the best Amateur racing to be seen anywhere. Giant Oak trees provided shade for the spectators and helped keep the challenging ¾ mile course dust free.

The best racing of the day was the very fast field of 250 Expert riders. The first moto saw Carl Cranke (CZ) and Don Stover jump into the lead at the start with Dave Longcor (Byl) pressing hard to come all the way from eighth to a close third place finish.

In the second moto it was again Stover, Cranke and Longcor. The wide course and many berms allowed numerous lead changes with third place Longcor leading for ½ a lap until traffic again dropped him back to third.

The third moto again found Cranke, Stover and Longcor trading positions with Cranke again coming out on top, the overall winner, a feat that he repeated in the Open Expert class riding a Husky.

The 250 Amateur class, which has become one of the most competitive because of the transfer of the fast Novice riders, was won by the fast and consistent Lonnie Foreman (Hus). Closely behind in total points were Bill Scarlett (CZ) and Tom Vohland (Hus). (Results on page 28)

before.

The local star of the night has to be the one and only Gus Lauer who seemed unbeatable in each race he entered and really had the gas.

Mike Curuso also repeated his wins from the night before at Reno by winning the Div. II heat special race and the Division II Main Event.

There were many newcomers that raced tonight and did very well, of which one was Carl Spotts. He won Div. II Consolation after many riders fell during the event and right on his tail was another first timer, Jan Houterman. (Results on page 28)

EVEL

(Continued from page 5)

No one turns in an impressive performance so any mediocre performances aren't very conspicuous.

It is basically a fun movie and anyone who takes it seriously is inviting disappointment. The real Evel Knievel is certainly more outstanding than the celluloid one. Further, anyone seeking a bit of insight into the complexities of a unique personality will have to wait for a documentary in which the real Knievel stars. As for this film, just take the kids and lots of popcorn. They'll love it.

NATIONAL STARS VISIT HAYWARD SPEEDWAY

By Bill Spencer
HAYWARD, CAL., July 10, 1971 — Hayward M.C.'s usual Saturday night scrambles racing closer resembled a National than a plain old scrambles. This is not hard to understand as many of today's National riders started racing on this particular track, such as Rice, Brelsford and Kenyon.

Tonight's stars are such names as Gennai, Hocking, McCaul, Hernandez, Hennen and even young guys like Steve Fredrickson.

The largest class that they congregate in is the 250cc size. Tonight had three heats and one semi leading to a 10-lap main. This took the first and second man to the main, with three, then five to the semi. From the semi, the first four would go to the main, to a fourth and had to ride the semi.

The next heat was led out by Bill Groce who pulled away easily from Craig Michie, John Taylor and Mike Van Lienden. At the end of that heat, Steve Hernandez (Bul) pulled into third spot for a transfer to the semi with Taylor and Van Lienden.

In the third heat, Bill Budde led off the line with Pat McCaul (Oss) pressing closely. So close in fact, that after a couple of laps, McCaul tried a low side pass that forced both riders off the groove, giving the lead to Pat Hennen. Hennen marched on to the checkered while McCaul recovered first for the only other transfer spot directly to the main. Budde took Dan Cosio and Nick Nazzisi to the semi with him.

Foley grabbed the semi with ease after a tremendous hole shot off the starting line. Taylor hung on for a third as Hernandez kept up an unrelenting charge for the final lap pass giving him second. Budde made the last transfer spot to the main with a fourth, this despite a cracked wrist incurred in a race at Hollister in which six Experts bailed over the jump.

Lining up for the main gave Gennai his choice of where to sit on the front row. He chose the middle and the rest of the crew lined up from the pole out. This left Groce in that slot that somehow never seems to work in the main. Those that transferred from the semi fill up the back row and that is like being put back to the next race. With Gennai in the middle, he was rubbing shoulders with Hocking, fellow Bultaco of Fremont running mate. When starter Mortensen threw the green, Hocking blasted to the lead.

After one lap, it was Hocking closely followed by Gennai, Groce, Hernandez, Foley and McCaul. Passing is night onto impossible on this tight track but tonight McCaul was giving it a go on his Bob Swanson Ossa. On lap three, he tried the outside of the spectator turn around Foley, no easy task in itself and

held it, under the close scrutiny of referee Wilson. Hernandez aced Groce on the next lap and from there Bill worked his way back.

At the end of lap five it was still Hocking holding off Gennai with Hernandez, Groce, McCaul and Foley doing their best to keep up. At this point McCaul let out the stops and started some more phenomenal passing. From fifth to fourth took in Groce, a low side pass in the spectator corner, to third around Hernandez and finally finishing on the rear wheel of Gennai. Results official, six trophies and equal points to Hocking, Gennai, McCaul, Hernandez, Foley and Hennen. All this and the rest of the races are yet to come.

In the 650 Expert competition Gennai (Tri) and Budde (Tri) are both regular competitors. In the first heat,

Gennai made a spectacular pass on the outside of Ron Talbot for the win with Jerry Chadim and Bud Smith taking third and fourth. Tiffen Mullenax led off the second heat with Budde and Landsborough doing battle in the second spot. On the last lap Budde laid it on Tiffen and got by in the last turn with Landsborough also getting by.

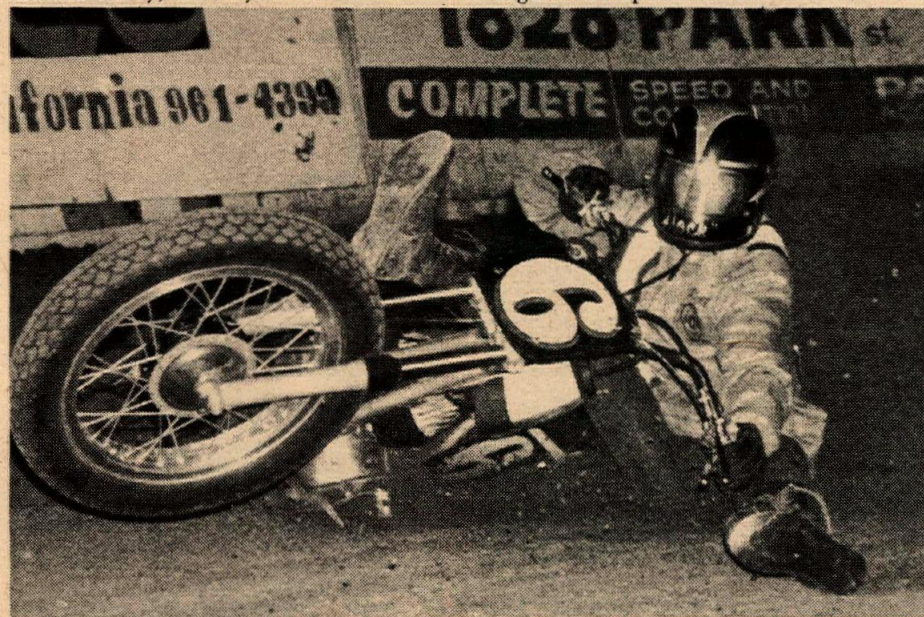
Budde led off the main, a 10-lapper, and held the hard charging Gennai for six laps. But the inevitable happened and Gennai did one of his feet up slides and passed into first.

At this point it was Gennai, Budde, Fred Cziska (Tir), Mullenax and Smith. Gennai had a good thing going until lap nine and just as the white appeared, Gennai missed a gear and Budde was patiently waiting and took over the lead and the win. Cziska held on for the third with Smith getting by Mullenax for the fourth and last place trophy.

Conrad Saxelby (Tri) returned to the winner's circle with a new number and classification. After nine straight wins, he was made Junior and suffered a third place finish at last night's Lodi race, but recovered his old winning ways tonight with a victory over Paul Leuty. Leuty (Tri) was last night's winner and it was his second in a row, which should make for a great battle in next week's races. Holding onto third and doing a great job of it was Gary Trammell who was riding a forty incher for the first time. The motor belongs to Mike Sarandria who has a new 750 kit and if he doesn't sell the 650 soon, he would be doing great by letting Trammell ride it.

Jim Foley (Yam) was tired of not having a winner in three main event outings for the weekend and so to make sure his 25th birthday didn't go unnoticed at Hayward, he handily won the 500 Expert Main over the Selby Montesa mob of Mike Van Lienden and Brian O'Hagan.

(Results on page 28)



Rick Hocking testing his leathers?

TMRA Hosts Fast Oregon Motocross

By Janis Randall
JUNCTION CITY, ORE., July 10, 1971 — The Territorial Motocross Racing Association once again put in time, effort, and five cubic yards of sand to prepare the track for their races. It lasted until the main events when a very hard groove developed, allowing extremely fast lap times.

In the 125 class the C Main was won by Len Kesey on his CZ, who then transferred to the B Main and took second place behind winner Tony Nova (Bul), who then transferred to the A Main and took second to Keith Keinle. Tony Nova then went on to defeat current track champion Bill Oliver in the 200 A Main. John Sullivan followed for third, making it a Bultaco sweep.

The 250 class was the most exciting of the night, with a loaded performance being put in by John Schoonover (Yam). He started with a stunning performance in the B Main defeating Neil Miller (Bul) and Mike Bailey (Oss) by a startling margin. Transferring to the A Main he continued his domination of the 250 class after a resounding duel with Bill Oliver (Suz) and surprise third-place man Tom Montgomery, who rode his second race this year and his first on a brand new Ossa Dick Mann replica. Schoonover rode the track flawlessly.

In the Open class Jimmy Tallman

GROSSI A FATHER

Bob Grossi, recuperating from a compound fracture sustained at the Mammoth Mountain Motocross on June 19, recently received something to occupy his mind while waiting to get back to racing. On Friday, July 16, Bob's wife delivered the latest entry to the "Grossi Racing Team", an 8 lb., 4 ounce baby boy, Robert Preston.

Father Bob will have a great deal of time to spend with his son as "it'll be still another three months before I can even think about starting to race again. And even then, there's training and everything — maybe in November I'll be ready."

Meanwhile, Billy Grossi, injured a few hours before Bob was, has recuperated quickly from his broken arm and was back racing at Santa Maria on July 18.

NO EXCUSE DEPT.

We outdid ourselves this time! Last week on the front page, we credited Shirley Knop as taking the photo of the Pikes Peak Hillclimb. Actually, Annie Brokaw did the snapping of the shutter.

(Tri) took first with Keith Nerseth (Mai), Steve Schoonover (Tri), following close behind. Earlier Tallman had his

Benton-Lane win streak stopped in the heat race by Keith Nerseth.

(Results on page 28)

Henry, Johnson Two-Time Chico

By John Noffsinger
CHICO, CAL., July 10, 1971 — Joe Henry finally got things working right here at Cycleland Speedway taking the lead from the start in the 250 Scratch Main and won going away. In the 250 Handicap Main starting from his 40 yard handicap he moved with each lap passing riders, and by the end of the fourth lap he was in front, and then simply cruised home an easy winner. Perhaps Jim Crenshaw being absent helped. However, Joe was in good form and would certainly have given Jim (the lead in points here) a battle.

Dick Turner, after a lengthy leave of absence, returned and did manage to win the 250 Expert Main going away. Dick shot off the line first and then simply found his own groove and won the event by some 25 yards over Ted Bare. Bare showed up with a new Ossa and raced in the 250 class for the first time at Cycleland. A regular in the 200 class, he really looked good at times and his bike does have power.

Brad Johnson on a borrowed 100cc Yamaha looked strong winning the 100 Scratch Main by 25 yards; he was constantly faster in the turns than the other riders. In the 100 Handicap Main he started near the fence, out wide, shot off the line cut back in on the south corner, grabbed first by the north corner, and then proceeded to run away and hide.

Joe Allen and Tom Southam really had battles all night in the 100 class. They made a habit of passing each other with frequency all evening with the result that they slowed each other down and neither could gain on Johnson in any of the main events.

Dan Souza also enjoyed a fine night of racing. He was first in the 200 Beginner Main and then took first in the 200 Handicap Main. His results in the last event places himself outside the Beginner events here.

If Turner races steadily here and returns to his old form and if Joe Henry can maintain his present form, then perhaps there is indeed someone to challenge Crenshaw, in the 250 class.

(Results on page 28)

baja wins again!



Dual European Scrambles
July 4, 1971
Chargers M.C.
100 Expert Class
1st — Mitch Mayes — BAJA 100
2nd — Terry Clark — BAJA 100

So. Cal. M.C.
1st — Terry Clark — BAJA 100
2nd — Mitch Mayes — BAJA 100



the Harley-Davidson outperformers

Speedway to Nevada

By Bruce Young

RENO, NEV., July 15, 1971 — Al Lockett promoted this the first class A racing event ever to be held in Reno. The crowd was turned out for this first race of a series was approximately 1500 strong and were very enthusiastic about the program. There were several top riders from Southern Calif. that came up for the first night and many from the Sacramento, Calif., area also.

The top local rider to do well was Barclay Treehall coming out from retirement to try his hand and looked very impressive. Barclay won his Div. II heat race and finished second in the Div. II Main Event.

Mike Caruso won his Handicap Heat race and also won the Handicap Semi Final and finished fourth in the Handicap Main.

Consistent Chuck Hatcher won the Handicap Main Event with Dave Gifford right on his tail all the way. Chuck stated later that he was holding his breath all the way hoping no one would be able to pass him on his run to the checkered flag.

Gifford was the star of the night by winning four events out of six that he entered to take away all the money. The crowd gave Dave a standing ovation with each win.

Sumner McKnight and Don Cullum, two good friends, came to the line for a special match race. Sumner won over Don with little effort.

(Results on page 28)

CYCLELAND SPEEDWAY

Mendes, Allen Thrill Crowd

By J. Noffsinger

CHICO, CAL., July 17, 1971 — Gene Mendes and Little Joe Allen both took double wins at Cycleland Speedway tonight.

Little Joe really had an evening of riding as he, in addition to his regular rides, also rode his 100cc Kawasaki in the Expert heats and Main Event. He thrilled the crowd by placing second in his heat in the 250 Expert class, and then in the 250 Expert Main again.

Foley, Budd Big Winners

By Bill Spencer

MORGAN HILL, CAL., July 11, 1971 — Returning to the lower track of Uvas Meadows, oft times known as Cycle Hills, the Palo Alto M.C. put on another tremendous show despite a low turnout of riders and spectators.

Scrambles Champ Jim Foley had little difficulty winning the 250 Expert Main, as well as his heat keeping current point leader John Gennai in check. Going into today's races, Gennai had a two point advantage on the week and with a 25 point lead extra points only compounds Foley's attempt to close the gap. Foley beat Gennai in the heat and when the flag flew for the main, Bill Budde, Pat McCaul, Rocky Malynn and Pat Hennen were all between the two. It looked as if Foley might be able to close the gap, but don't ever discount Gennai.

On the second lap, Hennen and Malynn were having their own battle and didn't seem to notice as Gennai went by into fourth. On the next lap it was McCaul's turn to move going deep into the short right hander in an attempt to get Budde — too fast and he high sided. Next lap, Gennai did just about the same thing in an attempt to pass. He held, however, and made the pass. Now he charged Foley, but it was all for naught as Foley crossed the line first negating one crucial point that Gennai had on Foley. Budde held on for third with Hennen fourth.

The big race of the day was a combined 500 and 650 Expert Main with the Foley-Gennai showdown. Gennai wasn't having too much luck with the starter and had another bum start. The good jump that Bill Budde and Foley got weakened any chances for Gennai getting a good point break. Gennai worked fast to get into third but couldn't budge Foley who likewise couldn't move Budde and that is the way they crossed the finish line. Results: even up between Gennai and Foley. Budde and Hocking gained a point a piece.

(Results on page 28)

Gennai Tops 250s; Smith 650s

By Bill Spencer

HAYWARD, CAL., July 17, 1971 — District 36 point leader John Gennai stretched his lead by two more points over National Scrambles Champ Jim Foley with a decisive win in the over-populated 250 Expert class. Gennai had no problem in winning the 15-lap Main over Bill Budde with Foley taking third over Rick Hocking and Steve Hernandez. A hard fought sixth place went to Pat McCaul, but much of the action of the night takes place in the heat races.

In the first 250 Expert heat, Steve Foster returned to the racing scene

despite a crack in his collar bone and led off for the first lap. While running in the groove, this Sonny Kenyon racer tangled with Dennis Spence, sending Spence into the infield. Referee J.B. Woods called Foster in with the black flag for a consultation but by the time it was decided that it wasn't Foster's fault, the race was long over and Steve was relegated to the stands.

In the second heat, Bill Budde led it off with Gennai in close tow. Gennai watched as Budde went into the last turn too wide and on the next lap he held back for just a second and then slid underneath for a real neat pass.

In the 20-lap 650 Expert Main, Ron Talbot took the early lead with Tiffen Mullenax holding off Bud Smith. On the sixth lap Tiffen was not running anymore and Smith was pressing Talbot. Dan Hughes was holding off Steve Hernandez and John Gennai was pressing Steve. Gennai tried the pass routine on Steve but bailed again and was out for the night. That was all right as he was the eleventh man in a ten-man race.

On lap 13, Smith set up Talbot going across the jump and out horsepowered him into the spectator turn. His Cycle City Triumph was firmly in control of the situation as it had been last night at Lodi Cycle Bowl. The remainder of the distance kept Talbot in front of Hughes while Bill Budde got by Hernandez on the outside exiting the first turn. Something that Gennai couldn't do without bailing. Very interesting.

It was crash and burn for the start of the 650 Junior Main as six guys bit the dust in the first turn. On the restart, Paul Leuty took over the lead chores with Conrad Saxelby having to do a catch up job, as usual. He did just that too as at the half way mark he was firmly in control of second and making ready to try a pass. Then it happened, he fell coming through the spectator turn. The gasp in the stands attested to the rarity of this occurrence but he was so far ahead of second that he picked himself and his motor up, got it going again and was rolling down the road before Larry Trantham hit the corner. The one thing he did do wrong was that he cut a couple of course pylons and despite finishing second, he was awarded third for that mistake.

(Results on page 28)

Grant Leads Spillway Foes

By Margaret Earnest

SANTA MARIA, CAL., July 18, 1971 — Nearly 150 riders showed up to share in the Lompoc Slo-Pokes' motocross today.

In the Open Srs., Gary Chaplin took the lead and stretched it until the last lap when he high-sided because of a broken fuel cock on his Maico; he had no power when he needed it. Gary came back in the next two with first place but Ron Bass took the first overall and Gary had to settle for second.

Doug Grant (AJS) and Johnny Grossini (Hus) put on a display for the folks in the combined 125-250 Srs. Although a 125 had the lead for a lap, the real contest was Grant and Grossini. Grossini had some back luck, crashed, and was unable to complete all motos with Doug Grant the big trophy winner.

Friendly competitors John Caldwell and Dave Czerwinski each had a first place in the 250 Jrs. and Dave discovered his front hub broken so Chuck did the brother bit and swapped front hubs so Dave could cope with Caldwell. For all of the fast and hard work between the two brothers, Dave's Maico refused to get off the line! The late start sewed up the win for Caldwell and Dave settled for a fifth.

The warm weather didn't slacken the pace of local riders and the reason was the announcement of a whole new city racing team. Riders will be chosen from the top finishers today with the hopes for a match between at least six teams representing their city throughout District 35.

(Results on page 28)

Walden Smokes Lucky Spokes

By N. A. Williams

BRUSH PRAIRIE, WASH., July 11, 1971 — Ninety-three riders made up the other four classes (no Open class today), and many of these had falls during the day but no injuries were reported.

Rupert Dykstra (Kaw) was once more the big winner in the 100 class, taking both the Trophy Dash and the A Main.

In the 200 class the Trophy Dash went to Jim Curtis (Bul), but Jim couldn't get around the two leaders in the A Main and had to settle for third. Charlie Brown (Yam) got a good start in the A Main and held it to take another first place in the 200 class.

Don Dodge (Kaw) usually rides two classes but had bike trouble today and just rode one. He won the 250 Trophy Dash and A Main.

In second place in these 250 events was Jim Walden (Yam). Jim also rides in the 500 class and he did a little better in that class and won both the Trophy Dash and A Main.

(Results on page 28)

BROOKS BATTLES BACK-AGAIN

LODI, CAL., July 9, 1971 — Heavyweight hustler Jimmie Brooks made it two in a row in the 650 Expert race with another come from behind win. Brooks' Cycle Center BSA performed flawlessly and came from a fifth place start to blast past early leader Phil Ray exiting the famed tree turn.

Ray led off the bungee cord start with a quick run through the first turn that held Bill Landsborough and Bill Budde in check. Budde continues to ride despite a separation of the wrist that "hurts a lot," but doesn't appear to bother his speed.

Brooks and Ray hit the first turn on the second lap, but Brooks came off the second turn in front and stayed for the duration. Ray held second over Landsborough. Brooks finished the

10-lap feature with a good lead while Ray and Landsborough fought it out with much passing and sliding, to the delight of the more than 1200 spectators attending.

Paul Leuty drove off first in the 650 Junior Main as Conrad Saxelby, sporting a new plate, tucked in behind Tony Gonzales. Gonzales tripped up from Salinas, Calif., to give the Lodi Cycle Bowl a try with his compatriot, Thornton Smith. Smith bailed while running fourth, but Gonzales held on for the second place trophy.

The senior citizen of motorcycle racing in this day and age has to be Ray Huff. Just to keep the young troops honest and hard working, he led for the distance in the 500 Expert Main to beat out National Scrambles champ Jim

Foley and Jeff Holmer. Foley's not a spring chicken himself (tonight was his 25th birthday), kept the 40-year-old Huff hard pressed. Holmer had a battle for third with Brian O'Hagan until O'Hagan started spinning off the corners. In doing so he let Rick Hocking et by for fourth.

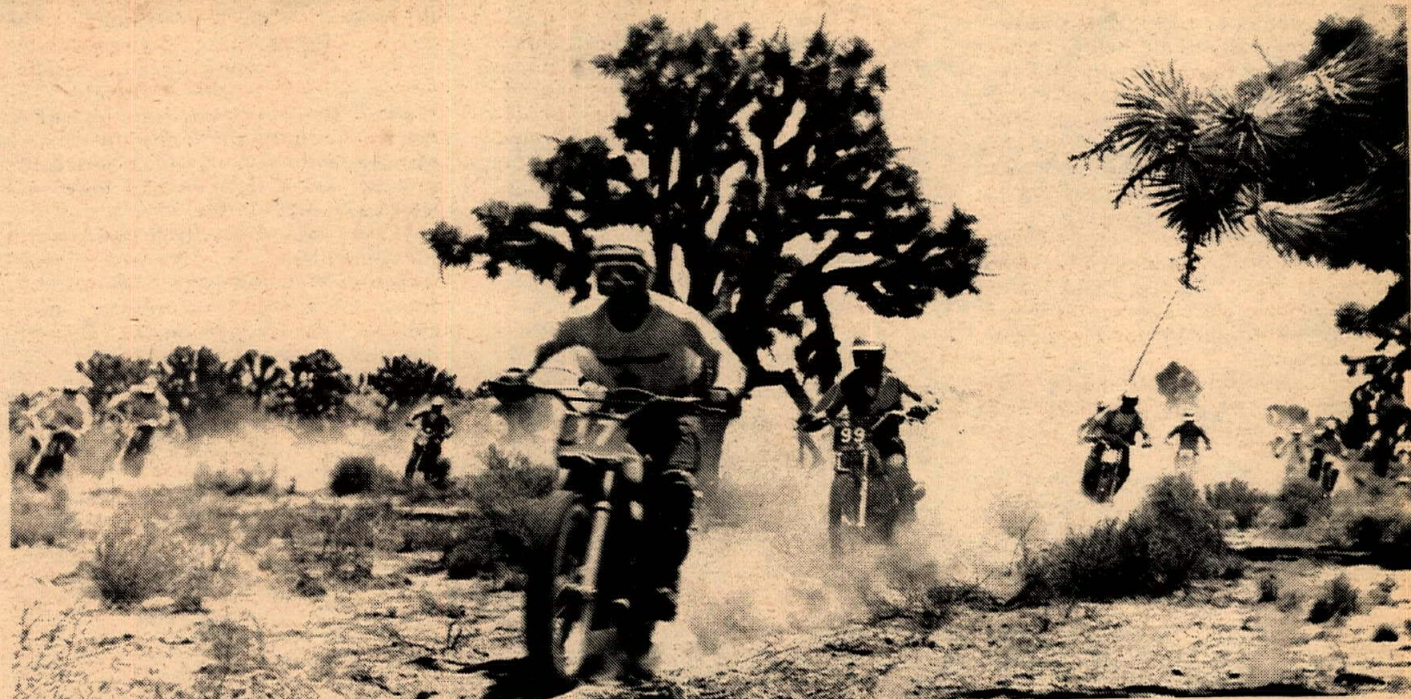
Hocking was having none of that in the 250 Expert run, though. A good drive saw him pull away from Foley and Brill Groce. Groce got wide in the sweeper and let John Redmond, Huff and Mike Thompson by. Huff gave Redmond a run but could not pass and settled for fourth. Two tropes are too shabby for this guy who used to ride scrambles with Dick Mann.

(Results on page 28)

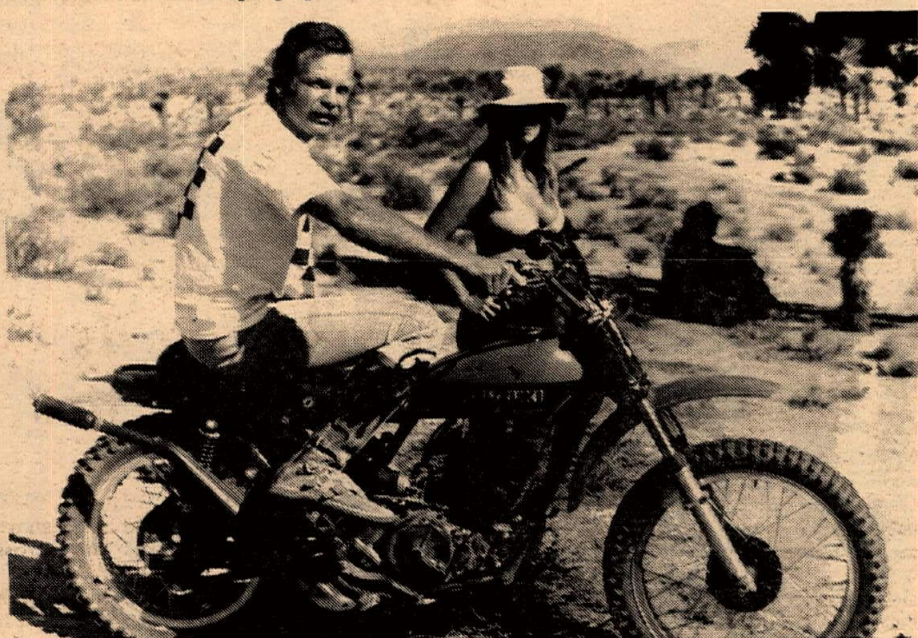
Roberts, Pfutz Leads MX-Like Euro Scrambles

By Dick Wright
BARSTOW, CALIF., July 25, 1971 — The Hilltoppers M.C. picked a little valley ten miles out of Barstow, with mountains all around, and an altitude of 4500 feet. It was circled with beautiful Joshua trees and the higher altitude kept the heat down to about 94 degrees. Since this was a European Scrambles, each race ran about forty five minutes, around two courses, each about ten miles long. The Novice course was fast, with a long fire road, and lots of open trails. The Amateur-Expert course was very tight; everyone geared down for this rocky "riders" course. Also there was to be a special Rescue 3 race after all the regular races, with a \$10 entry fee and Rescue 3 getting a good share of the money, and the top finishers getting the balance.

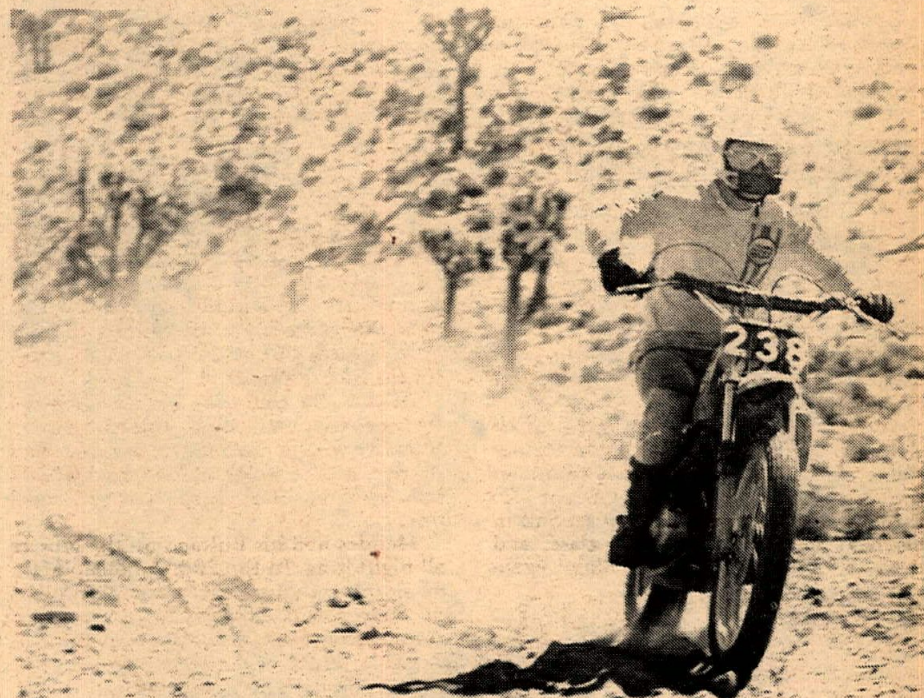
The lightweights went off at 9 a.m. on the top of the hill a mile out on the Am/Ex. course. Larry Pfutzenreuter (Bul) took the lead at the start and held it until the end. Young Tom Brooks had moved into second spot by the second lap on his red 125cc Carabela and Jeff Wright was third on a 125cc Rickman, so a real race was shaping up for second



Arthur Knapp (17) opens up to hold off Jeff Wright (99).



Rich Thorwaldson — he's the one on the Suzuki.



Larry Pfutzenreuter picked up his 15th win of the year, phew!

overall and first in the 125cc class. By the fourth lap, Wright was running a strong second, and everyone gave Wright the "turn-it-on" sign and Pfutz's pits gave him, his "closing in" sign, but it didn't matter as Jeff got a flat front tire and had to let up a little, while Pfutz stopped coasting and got with it to come in for the win. This makes it 15 wins for him to date. Wright was second overall and first 125. Tom Brooks was next on his 125cc Carabela taking first Amateur, followed by Wes Anderson, Jr. on a Bultaco. Next was Jim Brown also Bultaco-mounted. In the pits, after the race, Pfutzenreuter said, "That Wright goes fast on that 125cc, I'm glad I have more power on the start because he is really good on the tight motocross stuff."

The Novices lightweights were running at the same time as the Am/Ex. race so we didn't catch the overall winner but first 125cc was Ed Wright on a Bultaco, and second 125 went to George Eggleston. Both are members of the Antelope Ramblers M.C.

The Open Amateur-Experts were up next, and it turned out to be a real battle between Rich Thorwaldson on a Suzuki, and J.N. Roberts on a Husky. Rich grabbed an early lead and led it for three laps and it looked like he was going to win it as he was holding a three-hundred-yard lead on J.N., but on the third lap Rich did a bad end in the rocks on the back side of the course and landed on his head. He was knocked out for fifteen minutes, it looks like he will have to get a new Bell helmet, but he was OK after an hour of rest. J.N. came in for the win and asked about Rich as did all the leaders who saw him out there. Bill Saltzman took second. Art Knapp was third and Bill Walters was fourth. All were on Huskies. First Amateur went to Rich Richardson on a Husky, who caught John Taylor (CZ) on the last lap. John had kicked a rock and broke his foot on the last lap, but Rescue 3 had him in hand and he looked OK. According to several of the riders, the course was characterized by motocross turns at the bottom. Miss the

turn (or forget which way it turned) and it's into the rocks. It was probably a situation like that that KO'd Rich Thorwaldson.

Meanwhile, the Open Novices were doing their thing on the other course. Rex Coday was able to take the lead on the last lap and come in for the win on his Husky. Mike Marsh (Gre) had to settle for second, a very hot Forrest Wright took third.

The 100cc Amateur-Experts were the last to go and there was a good battle going between Cordis Brooks (Hod) who grabbed an early lead and Mitch Mayes (H-D) who jumped on the main trail in front of Terry Clark, who was also riding a Harley. Brooks held the lead on the second lap, but Mayes was able to catch and pass him on lap three. Clark was pushing hard from third spot. On the final lap it was Mayes in for the win. Clark passed Brooks to take second and Brooks was third. Rich Marl was fourth, and first Amateur went to No. 456 with all the hair on his helmet but he didn't stop so we could ask his name.

The 100cc Novice event was a wild mixed up affair. Kevin Hamblen, No. 536, was the winner on a Hodaka. He came in on the last lap with his number plate in his teeth; they waved a black flag with a white border around it and he went on for another lap as did a couple of other riders. I bet his teeth were sore. Steve Cohen took second on a DKW, and Mic Thorpe was third on a Hodaka.

At 1 p.m. all the riders (with a few notable exceptions) lined up for the special Rescue 3 race which was to use both courses and start on the Novice course. At the drop of the banner, Art Knapp, No. 17, grabbed the lead on his 400 Husky. Jeff Wright was next on a new 250 Rickman followed closely by Jim Brown on a 250 Bultaco. Two miles out they all turned onto the long fire road. At one time Wright was able to lay his Rickman into the side back of the fire road and get good traction and take the lead. He turned the big Rickman on all the way down the fire road and built up a good lead, which he held all the

way to the finish line, where his first place money was waiting and a rather please Team Rickman manager, Jack Byers, was also waiting. Jim Brown, No. 19x, was second on his Bultaco and Rick Mark took first Amateur also on a Bultaco and Tom Brooks took first 125. Ron Hall as first Open Amateur on a Husky. And Rescue 3 picked up a nice check, to help put more good things in

their big truck to help the desert riders.

Rich Thorwaldson was injured and unable to compete in the Rescue 3 race. J.N. saw Rich fall and was apparently shook. He asked about Rich after the race, found out he was okay, packed up and left right away. Larry Pfutzenreuter also elected to skip the special race.

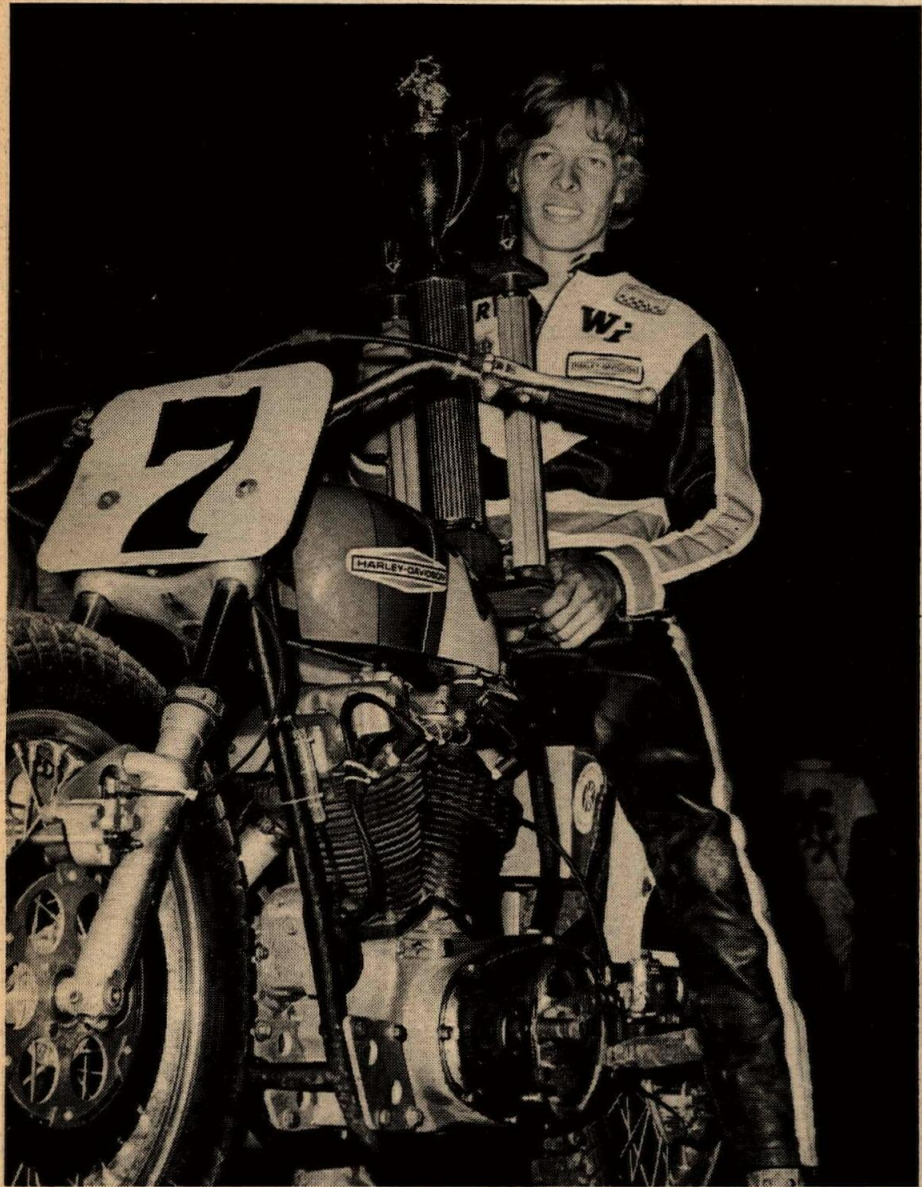
(Results on page 28)



J. N. Roberts performance brought the crowd to its feet...or seat.



Gary Scott desperately tries to catch Ken Roberts in the Junior Main.



Victorious Mark Brelsford after his second National win of the year.

ROBERTS, S

(Continued from Page 1)

Lloyd Houchins went down trying to miss and was run over first by Dusty Coppage and then Tom Rockwood. Coppage then fell but Rockwood managed to stay on the wheels until he could park against the fence and hobble to the sidelines.

All but Houchins were back for the re-start. Williams, using a little more cool this time did lead the first lap but gave way to Brelsford on the second round. From then on it was Mark all the way to his fourth national win and second of the '71 season.

Dick Mann qualified for 12th starting position, outside in the second row of the final. It made little difference as he dropped out of the race for the eighth time in ten years on lap ten, taking 22nd place and no National points.

Eddie Mulder nailed Williams for second on the fourth lap and then Dave Aldana moved the Oregon rider back another notch on lap ten. Then Aldana set his sights on Mulder but could not catch and pass until lap 25 at the halfway mark.

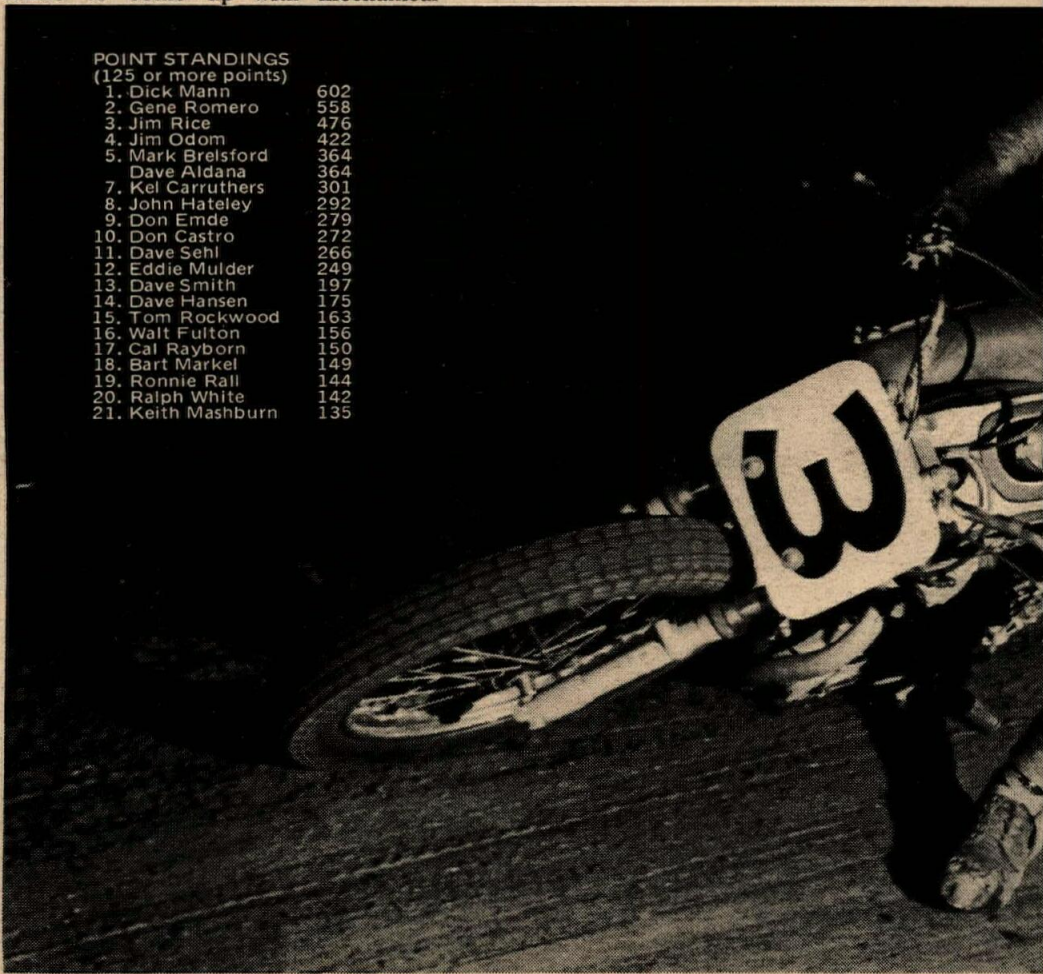
Early contender Mike Haney dropped by the wayside in and out of third spot after the Lap 30 mark, just one of many riders to come up with mechanical



And they are off for the first lap of the 50-lap Main.

POINT STANDINGS (125 or more points)

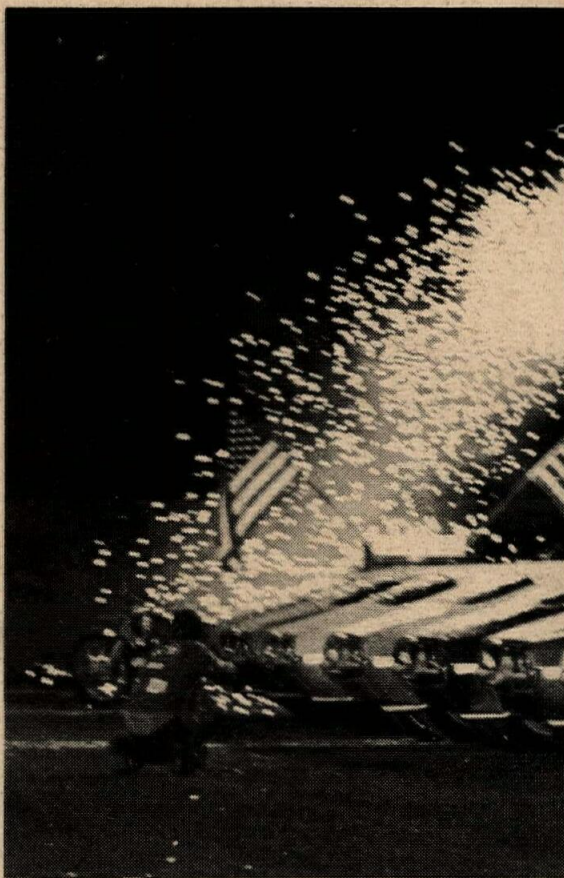
1. Dick Mann	602
2. Gene Romero	558
3. Jim Rice	476
4. Jim Odom	422
5. Mark Brelsford	364
6. Dave Aldana	364
7. Kel Carruthers	301
8. John Hateley	292
9. Don Emde	279
10. Don Castro	272
11. Dave Sehl	266
12. Eddie Mulder	249
13. Dave Smith	197
14. Dave Hansen	175
15. Tom Rockwood	163
16. Walt Fulton	156
17. Cal Rayborn	150
18. Bart Markel	149
19. Ronnie Rall	144
20. Ralph White	142
21. Keith Mashburn	135



In a very "arty" shot, Dave Aldana skids through an Ascot turn. Dave finished second to Brelsford.



Bob Bailey holds the inside line with Don Emde forced outside. Bailey finished 20th and picked up his first Points of the season.

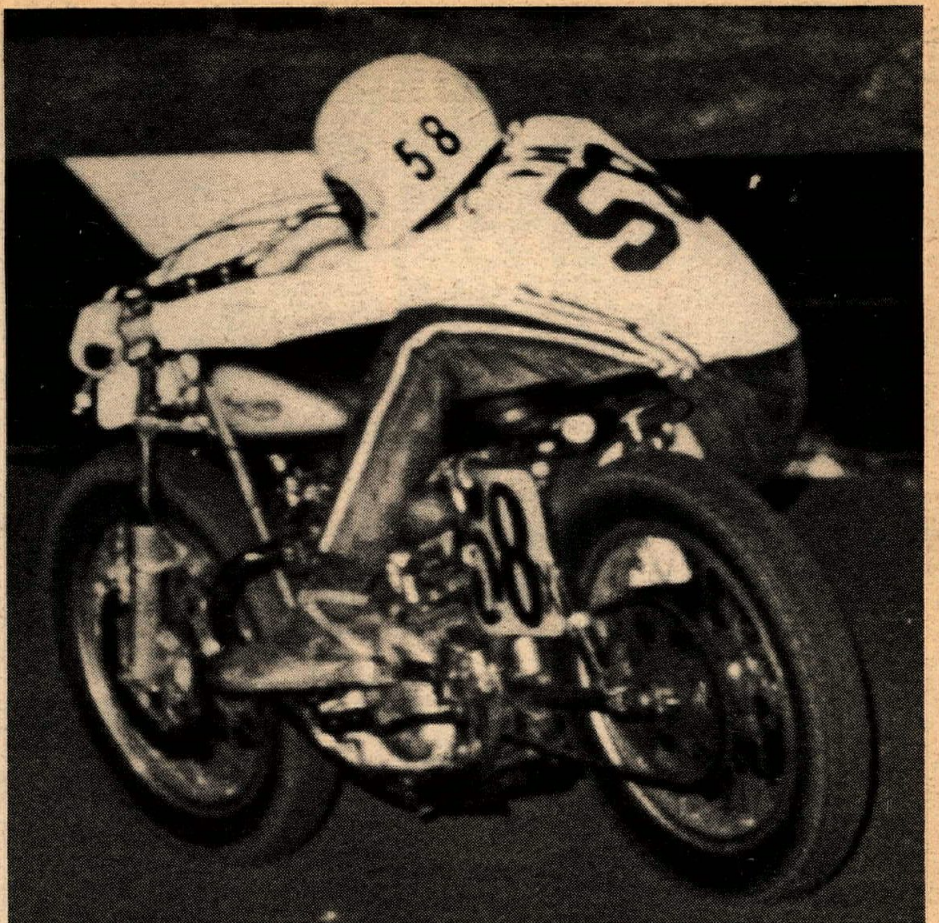
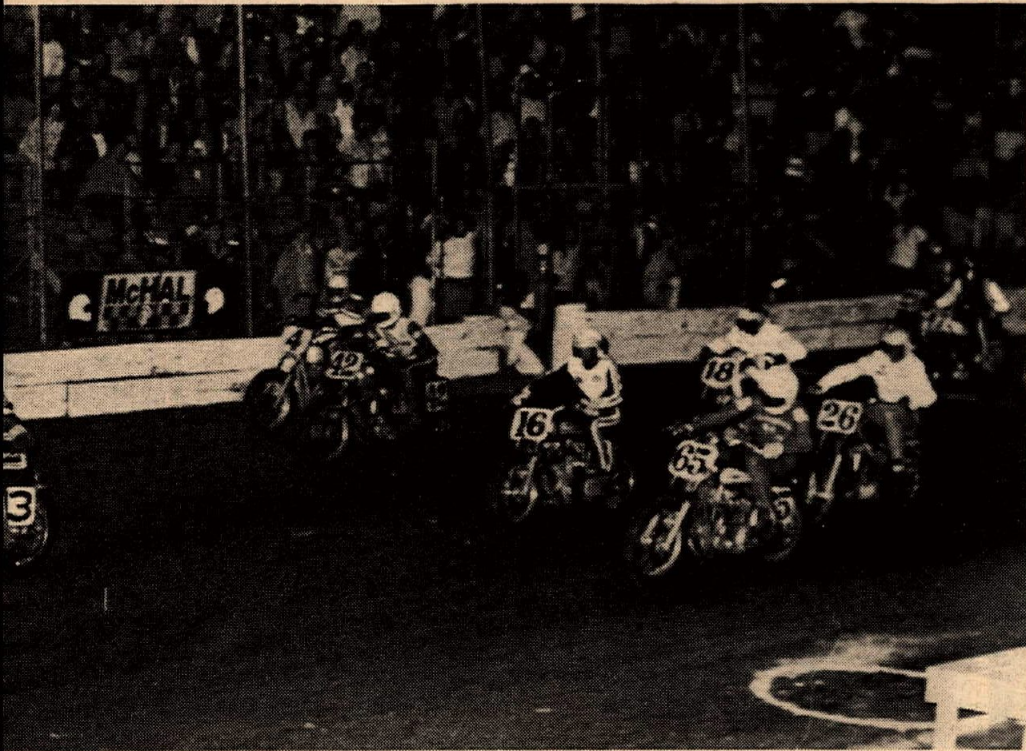


Steve Droste attempted, and made, 7 cars without a landing

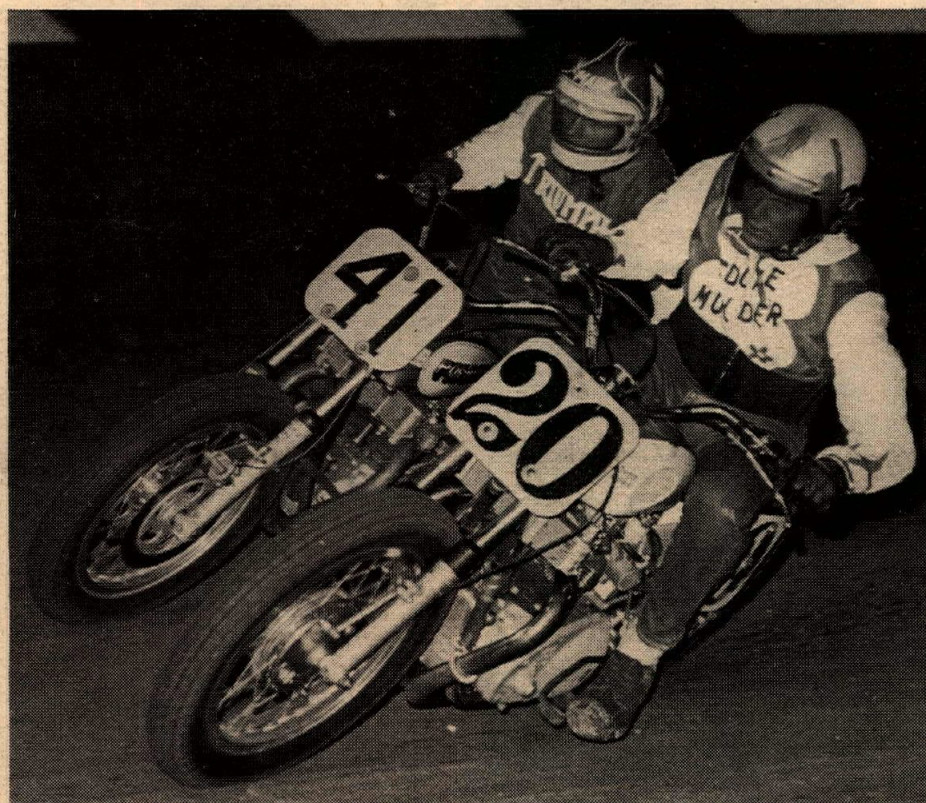
(Results on page 24)

COTT FEUD

Photos by Walt and Dan Mahoney.



Loyal Penn fights for control as well as his seat.



Mark Williams (41) held third early but Eddie Mulder finally overtook him for third.

troubles during the last National TT of the year. Williams stopped for the first of two times on Lap 31 but still managed to come back later to finish 11th.

Aldana crashed running second late in the race trying to pass a slower rider but still got back up to hold a close second over Mulder at the finish for his best finish in a National this year. Dave broke his top oil breather tube in the fall and crossed the finish drenched in the goo.

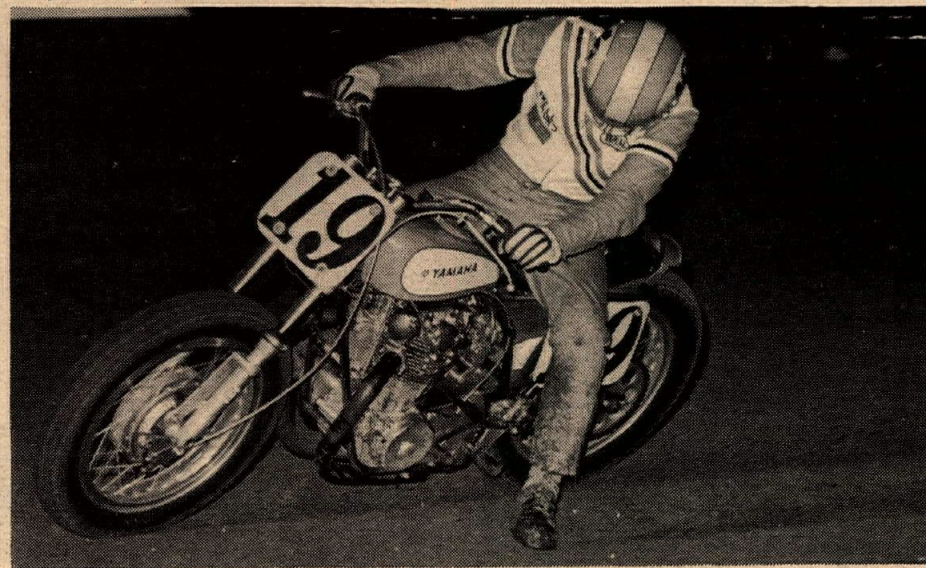
Jimmy Odom also crashed early in the race but got back up to finish a strong seventh after starting in the number ten slot. Tom Rockwood, starting 21st on the rear line, worked his way through to finish inside the top ten

for the third straight year in eighth paying position.

Cal Rayborn was thanking the Ascot promoters after the races, stating that



Dave Hansen tastes the Ascot turf.



Keith Mashburn.

this was the first National in a year-and-a-half that he has finished with the engine running in good form, or the engine running at all! His fourth place was the second time in three years he has been in the top five.

Last year's Junior winner John Hateley ran off the track twice in the heat race and did not transfer. The same for Don Castro who could not master the infield turn-in.

Brelsford, Aldana and Mulder were the three heat race winners. Mark was also the fastest qualifier. Dave Sehl did a surprise job in the heat race for only his second time on the track and then started ninth in the final. He later came up with a sick engine, forcing him out of the event in 18th position.

Gary Scott and his Triumph was the fastest qualifying Junior combination with Gary also winning his heat race and breaking the Junior record for six laps by over ten seconds. Kenny Roberts (Yam) also won his heat and the stage was again set for the best with the yellow plates in the 14-lap final.

Roberts got the jump off the line with Scott dogging his track all the way. Roberts won the event by making a mistake on one of the turns late in the race that forced Scott to drop back, giving Roberts the margin he needed in the final two laps to win his third Junior final on the national circuit this year.

The two top Juniors now head for the Corona National Half-Mile Saturday night with three wins each, high for the Junior ranks this year. Oregon's Randy Scott, the Castle Rock winner, could pull no better than a distant third

behind Kenny and Gary on their home track.

Gene Romero was on hand finishing out his suspension and doing "color" announcing with Roxy Rockwood in the press booth. Romero has offered \$200 to any Expert that can beat him at the Ascot half mile next Friday night when he returns to action. He says he is going to win and is ready to go both at Ascot on Friday and Corona on Saturday.

Young Steve Droste topped off a perfect night of racing by extending his ramp jump to seven cars. His entire act came off without a hitch this time and the more than 10,000 people on hand gave him a standing ovation as the curtain came down on the first of four national events to be held in Southern California this year. Now for Corona, the Ascot half-mile and the final National of the year at Ontario in October.

(Results on page 28)



Scott Smith (72) found the going tough as he lined up against Dave Aldana (3)

Aldana Wows El Toro Fans

By Rich Hoffman

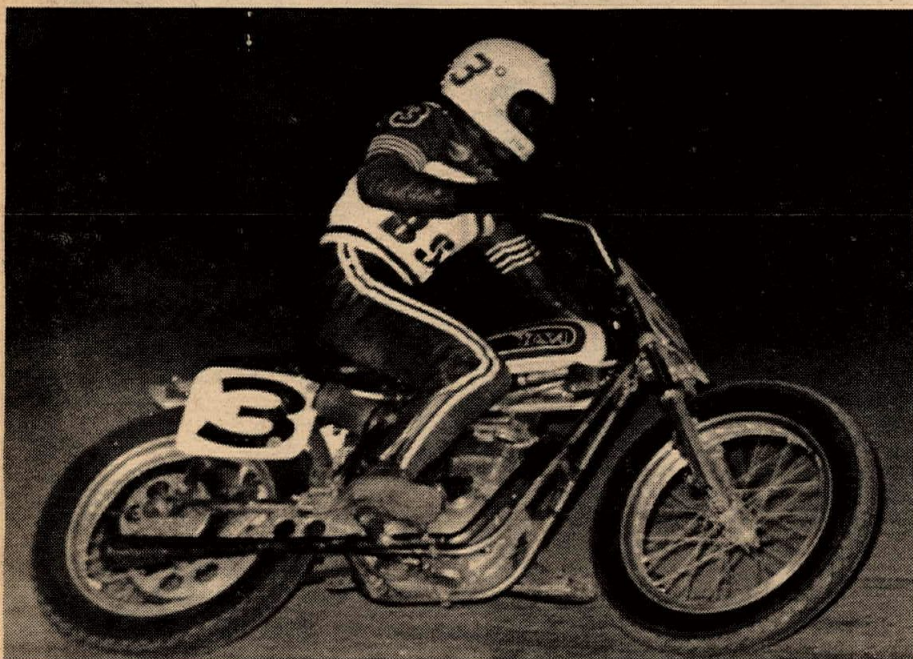
EL TORO, CAL., July 21, 1971 — Davy Carlson, John Calicchio, Mary Davis, Morris Malone and Scott Smith were all double winners tonight at the ACA's TT and Short Track races at El Toro Speedway.

Other winners tonight were Archie Ortega in the 500 Senior ST and none other than National number 3 David Aldana in the 250 Senior S.T. David, as usual, made his presence well known as he stormed his way from a back row start in the heat race to take first place

from Mike Myers (Yam).

Aldana (BSA) made his second appearance of the evening in the 250 Sr. S.T. Main. This was the race of the night and also a test for Scott Smith. Unfortunately, Smith's engine seized in the second lap and he was out for the night but much to the delight of the crowd Aldana rode like Smith was right on his heels with some of the most spectacular riding El Toro fans have seen all year.

(Results on page 28)



Dave Aldana kept in shape for Friday and Saturday at Ascot by showing up to take on the ACA's clan.

SPONSORS JOIN SMRA

Two Dallas-based firms have gone racing; joining along with Amalie Motorcycle Oil are Universal Accessories Incorporated and Reeder Products Company. Their debut marks the third major sponsor to join the ranks of those offering contingency prize money to winners competing on the SMRA circuit.

Amalie Motorcycle Oil manufactures lubricants for both two and four stroke cycles. It is recommended for street, road and competition use. Universal Accessories manufacture a complete line of handlebars for all applications along with Universal motorcycle tie-downs. Reeder Products are manufacturers and distributors of alloy rear sprockets, billet spool hubs and adjustable fork crown sets.

Their participation swells the total of contingency prize money and merchandise to over \$8,000

THANKS A LOT DEPT.

One Orange County drive-in has a double feature we can do without: "Evel Knievel" and "Hell's Angels 69".

MOTOCROSS STANDINGS

Having proudly sported the District 37 Number One Motocross plate for half-a-year, John Rice seems bent on winning it again for '72. Through July 1, "young John R." has 485 points to top the point standings, but he's hearing the charge of Ted Nowak on his rear tire only 5 points behind. Tony Rogers has a solid third with 397 while Mike Chamberlain's 330 is all but sound with Jim Dawson only 10 points trailing.

Top Amateur is D. Brown in 12th, only two points shy of Bob Maynard; top Novice is the latest whizz, Ken Zahrt, in 25th position. The beginning of the MX Standings appears on page 28.

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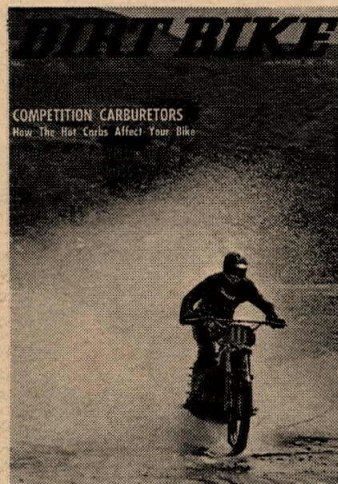
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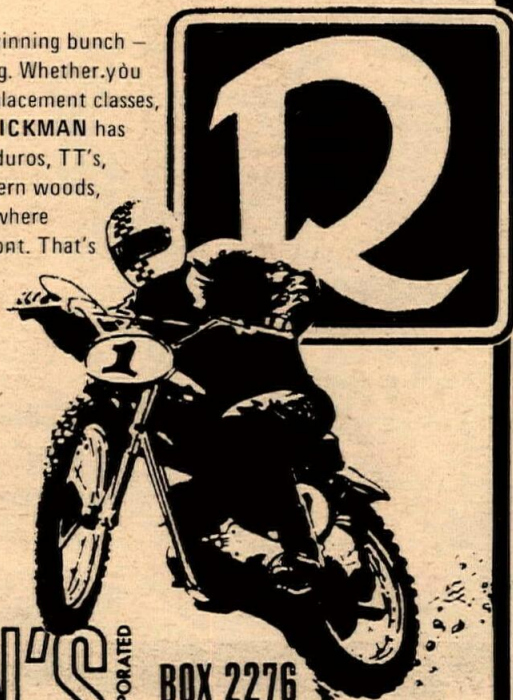
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- | | |
|--|------------------------------------|
| July 4 California City, California | European Scrambles |
| 1st 125cc Beginner MIKE CAPPELLO | RICKMAN Micro 125 Metisse |
| July 11 Pike's Peak, Colorado | Pike's Peak Hillclimb |
| 1st 250cc Class BOB CONWAY | RICKMAN 250 MX |
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| (P.S. Rickman Triumph/Metisse were 2nd and 5th in Open Class, too.) | |
| July 15 Ascot Park, California | CMC Thursday Nite Moto-Cross |
| 1st 125cc Senior JEFF WRIGHT | RICKMAN Micro 125 Metisse |
| (Yes, that's Wright ! SEVENTEEN STRAIGHT WINS for the Micro 125 !) | |
| 1st 500cc Junior MIKE TODD | RICKMAN/Weslake 500 Metisse |
| 1st 500cc Intermediate TOM SIMPSON | RICKMAN/Weslake 500 Metisse |
| (Tom's getting to be a regular in the winner's circle. With a 4-STROKE, yet !) | |
| July 17 Indian Dunes, California | Moto-Cross |
| 1st 100cc Junior JOYCE SOYKA | RICKMAN Micro 100 Metisse |
| (Powder Puff Champ takes on the men and wins there, too !) | |
| July 18 Saddleback Park, California | CMC Moto-Cross |
| 1st 250cc Jr. Div. 3 TOM CALE | RICKMAN 250 MX |
| July 18 Indian Dunes, California | Moto-Cross |
| 1st 100cc Jr. Div. B LARRY KRILE | RICKMAN Micro 100 Metisse |
| 1st Open Junior MIKE TODD | RICKMAN/Weslake 500 Metisse |
| (New Team RICKMAN member takes on the biggest bikes and WINS !) | |
| 2nd Open Junior TOM SIMPSON | RICKMAN/Weslake 500 Metisse |
| July 18 Hi-Vista, California | Dual European Scrambles |
| 1st 125cc Ex. (Rambler MC) JEFF WRIGHT | RICKMAN Micro 125 Metisse |
| 1st 125cc Ex. (Invaders MC) JEFF WRIGHT | RICKMAN Micro 125 Metisse |
| (Jeff puts a pair of wins back-to-back. Is there no stopping him ?) | |

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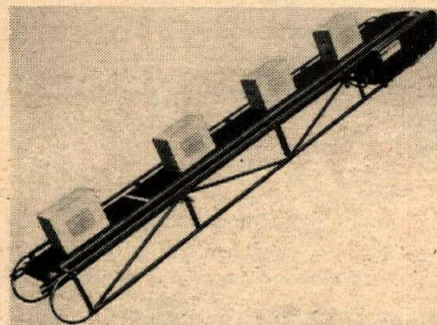
New Stuff & Things

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Well, then take a gander at this touring boot from Full Bore. It's made from fine leather, is over a foot (get it?) high, and has a giant full-length zipper



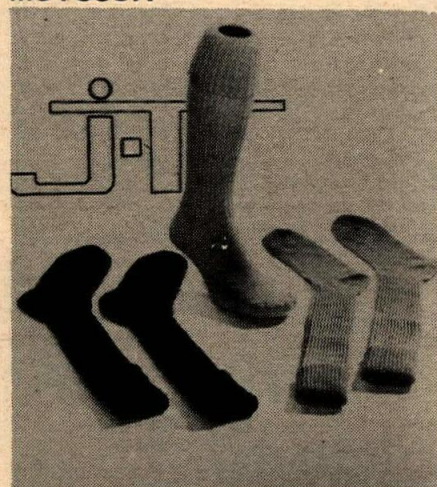
for easy entrance and exit. The sole is specially designed for motorcycling and Yankee stocks replacement parts. The insides are lined with soft glove leather which makes it a bit tempting to wear 'em without socks. Available in pairs. Contact Yankee Motor Co., Schenectady, New York.



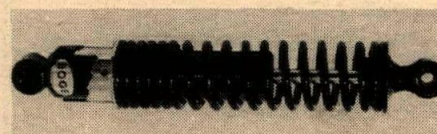
GETTING LOADED

Shoving that scooter up and down a ramp every weekend can be a drag after a while, so why not get Thrifty-Lifty's new Portable Belt Conveyor? It comes with a standard 12-inch belt and features a host of quick-change attachments such as side boards, hoppers, cleats, buckets, and, of course, troughing slides. Dealers might find them handy around the store for handling all those parts, too. A 13-foot conveyor goes for \$299 from Stone Construction Equipment Co., Thrifty-Lifty Division, 32 E. Main St., Honeoye, NY 14471. Phone: (716) 229-5141.

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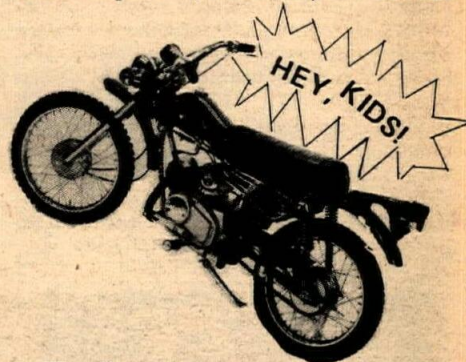
BOUNCE BETTER

We hate to nit-pick, but chances are stock shocks for street-model Yamahas, Hondas, and Kawasaki could be improved upon, and Boge has recently introduced the number to do it with. The 60-90 progressively wound springs

are five-way adjustable and the double-dampening inner valve allow what all bike riders love — a soft return. Be sure to mention the machine you'll be putting them on. Moto Imports, 172 Freedom Ave., Dept. CN, Anaheim, CA 92801. \$36.50 the pair.

BUST THE DUST

K&N's filters are among the few that can compete with you-know-who, so they must be good. The unique "accordion" design means more places for air to get in and more dirt kept out. Latest addition to the line include models to fit the BSA 500 and BSA 250 and Triumph 250 and Kawasaki Mach III and Honda Four and Yamaha AT-1 and Yamaha CT-1 and Suzuki TM-400 and Kawasaki Big Horn. They have others, too. K&N Engineering, Box 1329 Dept. CN, Riverside, CA 92502.



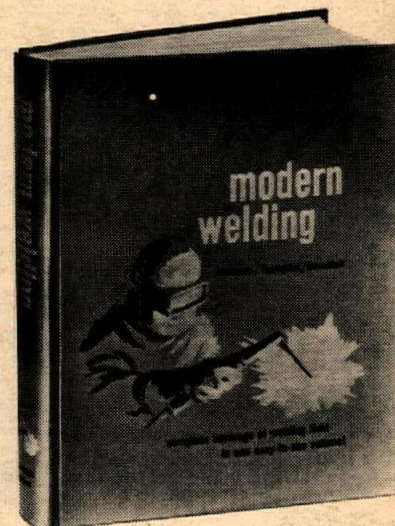
The Gemini SST is one of the most successful minis on the market, and now it's got a big brother — the Boss 80. With a 48-inch wheelbase and motorcycle-type styling, it becomes an early entry into "midi-bike" field that Yamaha pioneered with the JT-1 last year. The 80cc 4-speed claims 8-and-a-half horses at 7 G's, and from the look of things, it can be licensed for the street. A major innovation is the use of 17-inch wheels in the front. Contact your friendly neighborhood dealer or San Tong Comapny, 15514 S. Figueroa St., Gardena, Calif. 90247.

NOT RECOMMENDED FOR MOTOCROSS

Although these things look like stainless steel shot glasses, they are actually dyno-tested (as is everything else these days) aluminum velocity stacks for Hondas. All you need is an Allen wrench; you can install 'em while



waiting for a green light. A pair for the 160, 175, 250, 305, 350, or 450 costs \$10; a set of four, \$19.95. If you want to have fun, order a set for the new 500 Four. They'll go bananas wondering where you bought it. Racecrafters International, 7920 Sunset Blvd., Dept. CN, Hollywood, CA 90046.



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Date	Promoting Club or Organization	Type of Event
8/8	Simi Valley	Moto-X
8/14	Checkpoints	Night Enduro
8/15	L.A. Chapter A.F.M.	Roadrace
8/22	Salinas Ramblers	T/T
9/5	Stumpjumpers/Gripsters	European Scrambles
9/12	L.A. Chapter A.F.M.	Roadrace
9/12	Sledriders	Moto-X
10/2-10/3	Four Aces	Grand Prix
10/10	L.A. Chapter A.F.M.	Roadrace
10/24	Checkers (Check Chase)	Hare & Hound
11/	L.A. Chapter A.F.M.	Roadrace
11/13-14	International Grand Prix	
11/21	Dirt Diggers (Hopetown)	Grand Prix
11/21	Simi Valley	T/T
11/27	San Gabriel (Barstow to Vegas)	Hare & Hound
12/12	Bay Mare Cycle Assn.	Moto-X
12/19	Sidewinders	Hare Scrambles

The Sidehack Assn. welcomes all potential racers and supporters to their meetings the 1st and 3rd Monday of each month at 8:30 p.m. at Vineland Gardens, 6159 Vineland Ave., North Hollywood.

YAMAHA R-5

(Continued from page 3)

it without a funnel is a disaster; oil gets all over everything.

There is a profusion of lights and switches on the R-5 which I suppose are necessary to comply with various regulations and after a while you get used to them. The switches seem to be "human engineered" to the point that it's natural to get your thumb or what ever on the right one at the right time. The tail light is wonderfully big which I like. The headlight is not bright enough for fast night riding but it's as good as anything anyone else has. I'd like to see the headlight dimmer switch moved away from the off-on switch. I never turned off the headlight when I was approaching an on-coming car and trying to dim, but the fear of doing so caused more than a little anxiety.

My overall impression of the Yamaha R-5 can best be summarized in about five words: I think I'll buy one. It's certainly not the best bike in the world, but I think it's very probably the best bike for the money in the world and not that far from the best, period. When I get one, I'll have to do something about the styling and change the shock

absorbers, but then I'll just ride it for about 40,000 miles or so. Don't laugh; one of my friends has done just that, with almost no repairs. 40,000 miles on an 800 dollar bike is pretty economical transportation. It just about makes the fun free.



The Yamaha has a rather high power-to-weight ratio.

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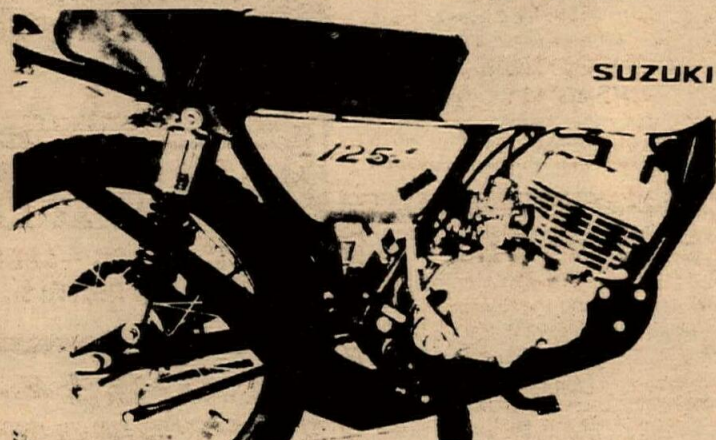
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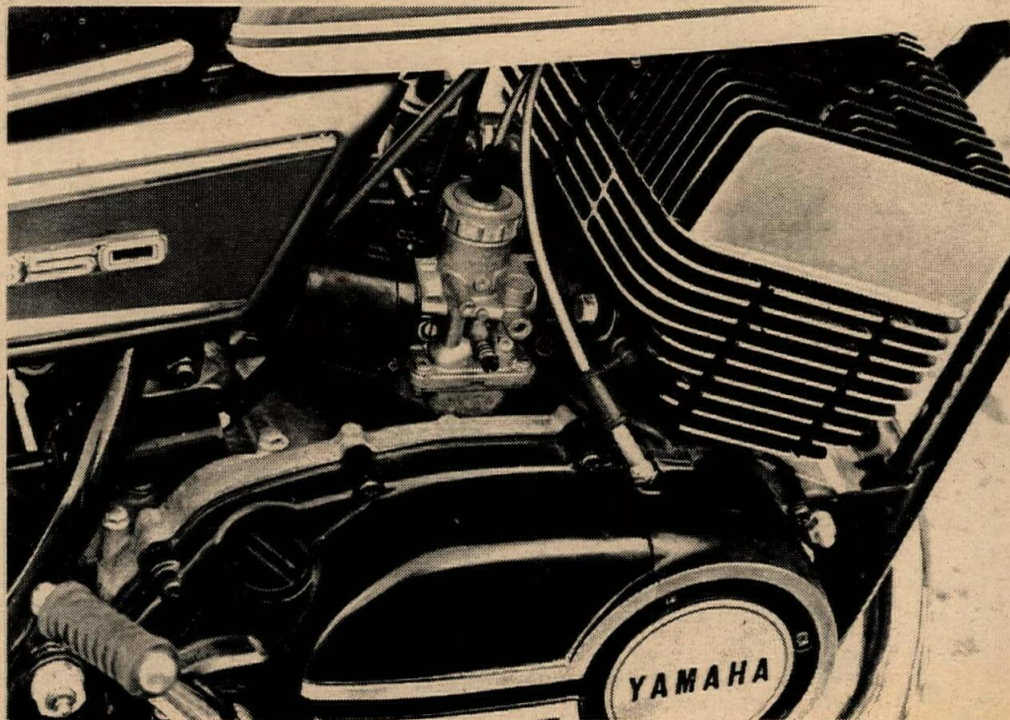


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A.M.A. DISTRICT 37 BULLETIN July 1971

SPORTS COMMITTEE July 1, 1971

—The Sports Committee upheld the Competition Committee's decision in dropping the penalty for late results against the S.G.V.M.C., the Pasadena M.C., the Lost Coyotes M.C., and the Sandblasters M.C.

—The idea of using gas filled balloons on a long line in place of a smoke bomb bombed out. The main problem was getting the balloons up high enough due to strong winds. There might be some applications for this idea.

—As of July 1, 1971 District 37 stewards have issued 7,668 numbers.

—The Checkers M.C. have been granted an increase of up to \$1.75 for their October Hare and Hound. This event is to be held on the 23rd of October, not the 24th as noted on the District 37 calendar.

COMPETITION COMMITTEE July 8, 1971

—There were six protests lodged against the Viewfinders M.C. over their June 13th European Scrambles. These protests were for incorrect results and various other infractions of District 37 rules. As a result, the Viewfinders have been ordered to re-do the results and re-mail to all entrants.

—NOTE: Rule change. Page 7, section 15 of the General Rules will now read — Powder Puff class is limited to 125cc displacement. Powder Puff class at Grand Prix events shall run a Combined 100cc and 125cc class, but shall be scored separately. — This is to become effective immediately.

—The Enduro rules have been extensively modified for 1972. The proposal as adopted by the Competition Committee will be mailed to all clubs.

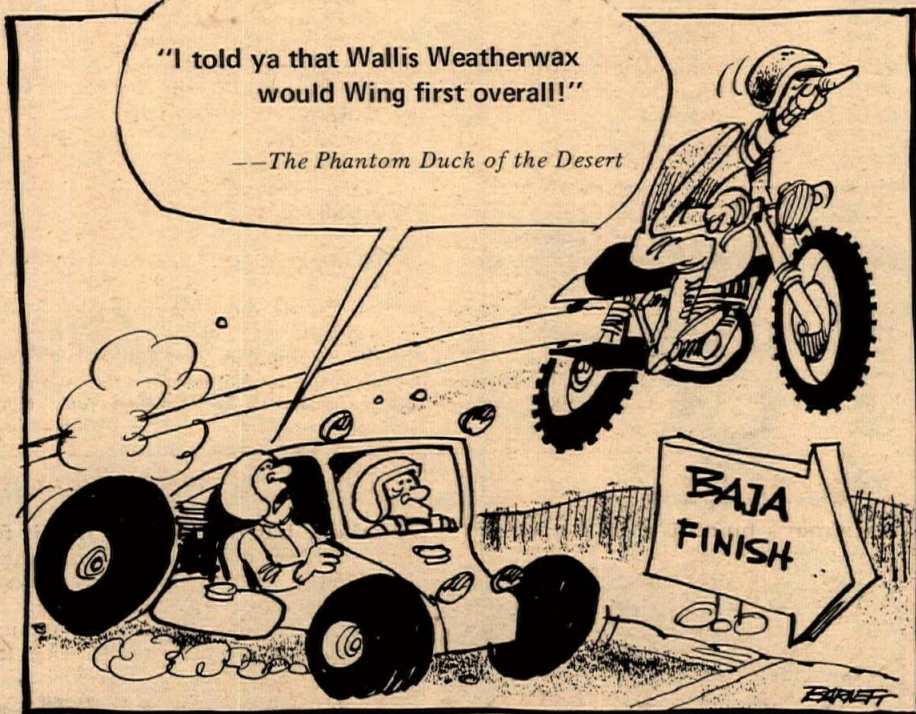
NOISEMAKERS CORNER

As of August 1, 1971 all machines in District 37 events will be silenced. Clubs will advertise such on posters and ads. This is mandatory. Public relations and common sense demand this. It is the unanimous decision of the Competition Committee that club referees will use these guidelines—Noise standards on start — All machines will be silenced or muffled. No loud or unusual noise from exhaust system. Judgment of club referee will be criteria. All silencers or mufflers must be securely fastened on finish or end of event — Muffler or silencer must still be attached and operating or you will be disqualified.

FINISH THE FUNNY

"I told ya that Wallis Weatherwax would Wing first overall!"

—The Phantom Duck of the Desert



We couldn't resist this one, especially if you've been following our Want Ads weekly with the continuing saga of WW and the Phantom Duck. OK, Phantom, as you requested, the \$5 cash prize is being slipped into the mail as a donation to Rescue 3.

Kellam New Western Ref

Raymond V. Kellam of Lawndale, California, has been appointed American Motorcycle Association Western Region Referee. Kellam is replacing Dave Welsh, Tacoma, Washington, who resigned from that position to accept the position as Coordinator of Professional Racing at the AMA's home office in Worthington, Ohio.

Kellam, a building inspector for the city of Los Angeles, has been involved in motorcycling for 26 years and he has

been an AMA member for 17 years. For the past three years, he has actively served the AMA as a clerk of course, a checker and a pit steward at races in his area.

As Western Region Referee, Kellam's duties will include refereeing both National Championship races and major professional events within his area and coordinating the activities and duties of district referees.

Kellam's appointment became effective July 21.

International Report...

Joel Robert continues to knock 'em dead as he swept the East German Grand Prix taking his 41st GP win. He has now won a GP in every country the series takes place and, with four races left, needs only one more win to clinch the 250 world title to better Torsten Hallman's record of four world championships...Bryan Wade won the sixth round of the British Championship title scrap on a raggedy old spare Husqvarna engine. John Banks still has the lead but Wade is tied with Andy Robertson for second...Two prominent surgeons have asked that "Ned Kelly", or total-coverage helmets be banned, claiming but hardly proving that they are dangerous. Ironically, Giacomo Agostini won the Belgian and the East German GP's on that fab 500 MV wearing a Bell Star for the first time...Phil Read's hopes of becoming 250 world champion were hampered in this round when his front brake failed.

BSA is pulling out of motocross in an economy measure. Andy Robertson, a good future prospect, has switched to Husqvarna while John Banks, currently holding fifth in the 500 world motocross championships point standings, might go to CZ after all...Meanwhile, Roger DeCoster moved into the lead of the 500 point standings for Suzuki after finishing behind Maico's Ake Jonsson and CZ's Paul Friedrichs at Farleigh Castle. Former leader Adolf Weil suffered a broken piston while in front, moving him to third in the world crown bid...Bryan Goss missed the Farleigh Castle GP because of a sunburn. Norton will be making a genuine bid for the world land speed record at Bonneville this year. Sam Wheeler of Costa Mesa, Calif., has built a 300-mph streamliner that is currently being tested in England.

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LOWDOWN**

All points of the U.S. will meet on the Bonneville Salt Flats of Utah Aug. 22 as competition begins for the 23rd Annual Bonneville National Speed Trials. For seven days high-performance enthusiasts will have the opportunity to tune and compete for National Land Speed Records. The meet ends Saturday, Aug. 28, 1971 with final Record Run Attempts that morning.

This event is sanctioned and conducted by the Southern California Timing Association, co-sanctioned by the AMA and for the first time this year by the NHRA.

The Speed Trials compose of individual timed runs in established classes. If a competing car or bike breaks the existing record during a one-way qualification, he may then make a two-way record attempt the following morning, and if the average of these two runs exceeds the existing record, the contestant becomes the new record holder for the class in which he is competing.

Since the beginning of Speed Week in 1949, J. Otto Crocker, one of the nation's foremost technicians in his field, has provided accurate timing of the event. His clocks measure speeds to one ten-thousandth mile per hour for the first quarter mile after entry has accelerated over a two mile approach. Clocks also record speeds for three additional miles should entries qualify at a speed above 175 mph and wish to run the longer distance of 5 miles.

Entries range from the stock bodied Production, Gas Coupe and Sedan classes with speeds from 114-209 mph — on into Fuel, Modified, Roadster, Grand Touring sports cars and Hot Rod classes turning speeds between 125-256 mph — with the grand finale being the Streamliner, Lakester and Sports Racing classes setting Land Speed Records at 140 to over 350 mph. In strong competition are the bikes ranging from stock frames to totally streamlined machines with speeds from 38 to 265 mph.

Entry fees are \$35 or \$50 for entry now. Pit passes are \$5 for seven days or \$1 per day. If you are interested in competing at this year's event, it is not too late to write for Rule Books and entry forms.

The one unique feature of the Speed Trials is that there are no cash awards for new records or class wins. Trophies and metal timing plaques and hopefully a great deal of recognition are the only awards for achievement. For the past 22 years, these meets have been conducted successfully as "run for fun" events and the majority of its participants like it this way.

In an effort to further promote the image of Speed Week, the Bonneville Nationals, Inc. established a membership type program this year, with membership available to enthusiasts throughout the world. The new program has also opened the door to high-performance companies, offering an entirely new avenue of exposure for their products and services. For information write Bonneville Nationals, Inc., 11927 E. Washington Blvd., Whittier, Calif., 90606. Posters, Rule Books and Official 1971 Programs may also be obtained by writing to the above address.

BUCO GP

Skip Van Leeuwen will be the honorary starter for the Buco Grand Prix. The motorcycle grand prix, to be held at Orange County International Raceway, will be sponsored by Buco Helmets, of Encio, Calif.

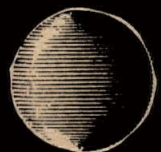
Returning to Orange County for the second straight race will be Dave Burchards on his Honda 500 Four. Dave won both the 500cc Production and Super Street class at the ABM Grand Prix, riding the new bike.

The Los Angeles, Chapter of the American Federal of Motorcyclists is the sanctioning body for the race. Free Buco sun visors will be given out, while they last, at the gate.

First main event will be at 12:30. Servicemen are admitted for \$1 and Orange County students \$2. Free parking is available to everyone. All motorcyclists receive free pit passes.

For further information, call 213/937-2011 or 714/778-6394.

Kent Johnson bought a 370 AJS Stormer from North Bay Cycles, 2556 Telegraph, Berkeley, California in March 1971. It was noisy, so when Norton Villiers came up with their Muffler Contingency Program he spent \$20 on one of their neat little mufflers. Since that time at places such as Vallejo, Petaluma and Martinez, Kent has won 7 races on his Ajay. The Program ceases at the end of July — in the meantime it has been a pleasure to reward guys like Kent Johnson for racing so successfully, silently!

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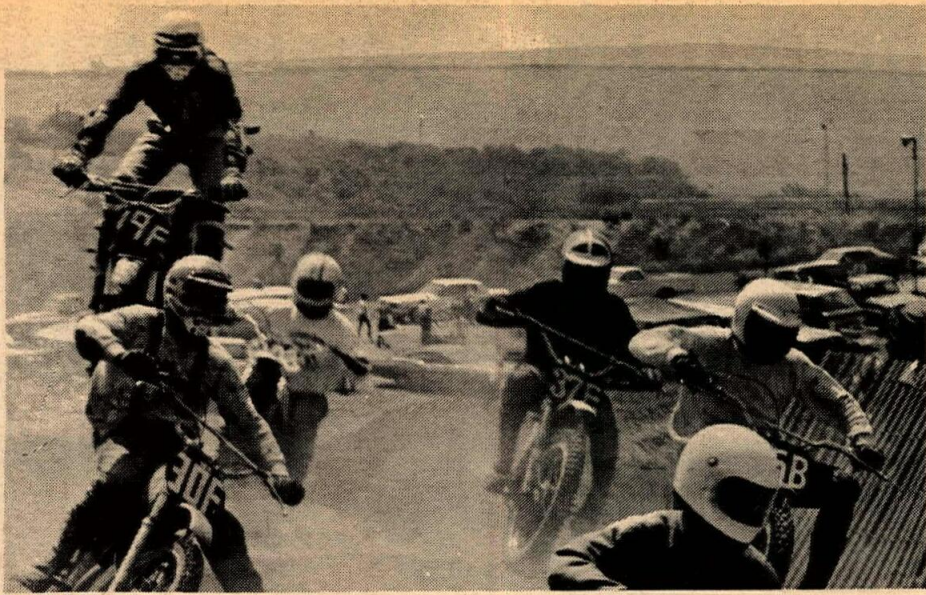
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Mail: Cal Expo Motocross, 4555 Auburn Blvd. Unit No. 3, Sacramento, California, 95814. Send self-addressed stamped envelope for tickets & confirmation — (916) 483-4672

NOTES



Greg Blazek is in trouble.



Leapin' Lizards...

CMC MOTOCROSS

see it. I know I have a reputation for rough riding but others indulge in the same kind of tactics. I simply told Cram to expect a dose of his own medicine," said DeSoto. Cram and DeSoto ate dinner together Sunday night.

Cram won the 500 Senior race but Billy Urban had the big day among the Seniors. Urban won the 125 class with three wins on his Puch and the 250 class on his Maico.

Dave Smith looked fast Sunday, sticking with DeSoto and Cram in two motos though he only beat Cram once. Smith (Maico) finished second to Cram, and ahead of fellow Maico rider Mark Nohr.

Lyle Green (DKW) and Mike Garrett (Pen) finished two-three behind Urban in the 125 class but never got close enough to threaten Urban's overall win.

In the 250 Expert class Doug Grant (AJS) took second and Jon Derhammer (CZ) was third.

Richard Eierstedt (Bul) added a point to his Penton Series lead by again running away with three clear-cut wins in the 250 Intermediate division. Taylor Sisco (Mai) won the first two motos in the 500 Junior division and appeared well on his way to a win when he fell while running second in the last race. He

(Continued from Page 1)

finished too far back to overcome the three steady rides of Reed Mayne and ended up second overall behind Mayne's Suzuki.

The 250 Junior Division winners dominated their races. Gary Faxon (CZ) won all three in the first division beating out fellow CZ pilots Doug Sherman and Jeff Harriott.

John Isitt had two firsts and a second to win the next division over Walt Young and Kent Graham.

Kendall Markley (CZ) had to chase Roarke Early (Mai) for the entire first moto to catch him on the last lap and then went on to win the last two easily. Early finished second and Paul Schulz (Ric) was third.

Carlsbad's own Tom Sugg won the 500 Intermediate class on a CZ ahead of Richard Franklin (CZ) and Al Newsom (Suz).

Lee Raff (Hod) and Joseph Fumia (Kaw) were winners in the 100 divisions. Kevin Bushmaier (CZ), David Menzimer (Bul), and Chuck Bower (Pen) won their respective divisions in the 125 class.

John Vandergeest swept the 125 Intermediate class with three wins on a Puch to beat out Mark Dobb (DKW) and Barry Porter (Bul).

Hockie Wins Ascot Night MX

By Eric Raits

GARDENA, CAL., July 22, 1971 — Harbor City teenager Danny Hockie took a first in the 250 Expert class at the Thursday night Ascot motocross after threatening all year. Hockie, on the new Dick Mann Replica Ossa used the bad breaks of Mike Cram and Bryar Holcomb in the first moto to take home first place money.

Cram, on a Maico, and Holcomb (Ric), both got off in their initial outing to finish poorly. Cram's seventh and Holcomb's 13th coupled with a Hockie win gave the Ossa rider an insurmountable margin. Cram fought back in the last two races, getting a

second and a first ahead of Holcomb but a second and third overall were the best the two experienced pilots could salvage.

Cram reversed the tables in the 500 Expert class to take a win on his 400 Maico. John DeSoto was back on his big orange Suzuki but brake problems dropped him to 10th in the first moto. DeSoto won the last two convincingly but Cram's first and two secondns were enough for the overall win ahead of the Hawaiian.

Jeff Wright (Ric) continued his mastery of the 125 Expert class with three easy wins. Greg Cunningham and Bryar Holcomb finished second and third.

The 500 Juniors again provided the excitement among the freshman races. Bill Madden led all the way and won on his CZ but the action was behind him. Mike Higashi, Bill Holst and Mike Todd fought like savages for second place until the last lap when first Holst fell off and then Higashi followed his lead a little farther on. Todd moved gladly into the vacated second spot as K. Parker took over third.

The 100 class found a new face up front. Dennis Andre switched from the 250 class and a Greeves Challenger to the 100's and a Honda this year but had found tough sledding until this Thursday. Andre, who has shown consistent improvement took over the lead from Alex Posca going over the lake and pulled out to a comfortable margin. Posca dropped to third, letting the Scott Doornbos Honda into second spot at the finish. The valves vs. two-stroke battle went clearly to the Hondas this night.

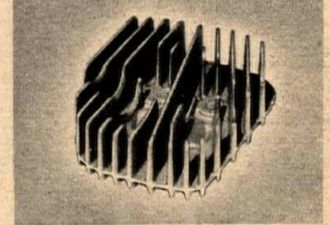
Mark Skolil (Mai) and Dave O'Haver (Oss) won both their heat races and then met head on in the 250 Junior final to finish one-two. Tom Gross, Dan Haacker and Robin Clark staged a blanket race for third hardly yards apart for three laps until Gross took the checkered flag.

Intermediate winners were Mike Horstman in the 250's on a CZ, Mike Skelton (DKW) 125's and Cliff Bean (Mai) in the 500's.

(Results on page 28)

This week's CMC race is at Osteen Park. Next race in the Penton Series is August 15th at Saddleback Park. (Results on page 28)

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Cram (1) and DeSoto in a wild battle.



Rickman teammates Jeff Wright (left) and Bruce Baron.

Sanders Continues Troy Domination

By Art Loya
Photo by Dennis Greene

SOUTH GATE, CAL., July 22, 1971 — If you keep knocking at the door long enough, it follows that sooner or later you'll get in. Such was the story of Ventura's Dave Arrambide's win over top favorite Dale Hopkins of El Monte in the 250 TT Main Event Thursday night at Trojan Speedway.

Arrambide and his Ossa led wire-to-wire over the short, tricky TT course and was really never in any trouble as far as his competition was concerned. Hopkins, and his Steve's Bultaco who finished second, exchanged positions back and forth, lap after lap, with John Sperry of Long Beach in a battle royal for the runner-up spot. Third went to Sperry, Ossa mounted, followed by Tom Warren (Bul) and Bob Byars (Oss).

The 250 F.T. Main Event action was dominated by Sperry and his Ossa by jumping out into an early lead and holding it all the way to the checkered flag over a 12-rider field on the fast fifth-mile clay oval. Arrambide in quest of twin victories, hounded Sperry while looking for an opening to get by the Long Beach ace but had to settle for second. Jay Lewis (Bul), Stan Sweany **CHAMPION SPONSORS ONTARIO NAT'L.**

Champion Spark Plug Company will sponsor the richest event in motorcycle racing history at Ontario Motor Speedway October 13-17, company vice president Richard D. Kudner announced.

"With total prize money exceeding \$50,000," said Mr. Kudner, "The Champion Spark Plug Motorcycle Classics' promise to be the most important happening in the sport of cycling."

Highlighting the five-day program will be the inaugural running of the 250-mile race for Experts. Over 100 professionals are expected to battle at speeds reaching 175 mph on the 3.194 mile road circuit.

The classic event will have a record-breaking guaranteed purse of \$40,000, plus contingency money. The total purse for all racing activities during the weekend will be a record \$50,000.

NorVil Tea Time Show Draws Press

By Ron Schneiders
SADDLEBACK PARK, July 22, 1971 — Was British tea to be scuttled in Vancouver Harbor? Well, almost. Fortunately for Norton-Villiers and the hard-working tea-drinking press, the dock strike didn't leave the plucky lads completely devoid of new models to show at their soiree in merry old Saddleback Park. In fact there were more than enough models to keep everyone who was young enough to ride and old enough to drink bashing around the Saddleback trails and hills until dark.

Most exciting of the new models was the 410 AJS Stormer, a model that has been rumored for months but only this

(Bul), and Warren (Bul), chased the pair across the finish line.

Unquestionably, the big bike events at the South Gate oval are increasing in popularity with the fans. Competition is keen due to the new influx of top talent who consistently keep the veterans working for every position gained.

Bob Sanders of Whittier, kingpin of the 100 and 125cc class, found little competition in winning four main events for the evening by adding to his string of victories the 100 TT, 125 TT, and 100 and 125 F.T. Mains. Apparently Sanders has proven his point by becoming almost unbeatable in those classes. The big question now: what is keeping him from moving up to the bigger bikes and a little tougher competition?

Outstanding performer Steve Young (Yamaha), finished second to Sanders (Kaw) in the 125 TT Main and in the

Zahrt Pulls Double Win

SIMI, CAL., July 18, 1971 — Ken Zahrt, Bultacoing for Woodland Hills Sportscycle, found himself mixed with new riding constituents today as last week's Desert Turtles point run caused Kenny to lose his Novice standing. Sunny skies and a well-prepared course had Zahrt doing battle with his sponsor's other newly acquired rider Steve Scott.

Forty-five out of 50 minutes of riding had these two axle-to-axle. Ken, easily taking the 125 Senior class, found the going a bit different when mixed with the 250 Seniors. The first 250 moto went to Scott with Zahrt following his line and apparently content to do so. Determination was apparent in the next moto because when the green flag dropped, Scott and Zahrt went rim-to-rim for the first half-mile. Zahrt closed the door on Scott and led another ¾-mile. Scott then squeezed Zahrt out in a series of S-turns. For some 15 minutes a mere ½ second separated Zahrt and Scott when up jumped the Devil and Scott's scooter died. From then on it was Zahrt's by a bunch, giving him the only double class

125 F.T. Main, where Sanders switched to Yamaha. Another top performer, Tom Doty, chased Sanders and his Kawasaki in both the 100 TT and 100 F.T. Mains aboard his Honda-powered speedster.

Lewis (Bul) beat out top riders Bob Byars (Oss) and Warren (Bul), during the running of the 250 F.T. Semi that more likely resembled another feature event. Mike Collins (Bul) of Montclair added to the action by finishing fourth over Craig Steigler (Bul).

Young, who hails from Playa Del Rey, triumphed over Michael Danell (Yam) and Doty in the 125 F.T. Semi Main.

Weekly double-header racing cards of TT and flat track motorcycle racing action at Trojan Speedway continue every Thursday night in South Gate. Free parking.

(Results on page 28)

overall win for the day.

Open Senior Mike Chamberlain had his "ups and downs" today, but determination brought him a first for the day's efforts. After unloading on a whoop-de-doo, Mike grinded back to take a third in his first moto; a slideout put him in question on the second moto but again his stubbornness brought him first place bucks.

Randy Burak (Monkey Head) pushed his Greeves for two consecutive second places leaving him with that position for the day's efforts.

Due to the numerous rider, magazine, and newspaper comments, Rough Rider now runs 25-minute motos instead of 15-minute squirts. A 15-minute trophy dash can go to a quick bike and a lucky start, but to ride hard for 25 plus minutes, one had best put his bod in shape and keep a close wrench on his scooter. If the Europeans all ride a minimum of 30 minute motos and 45 minute motos the only way we can ever expect to become internationally competitive is to lengthen our rides and build up our rider's endurance.

(Results on page 28)

guard on the 2-stroke Ajay. The entire package adds just short of \$120 to the list price of \$1,095. A brief spin on the desert Ajay on Saddleback's anything but desert-type trails was not much of a test but, it looks as though the new configuration might work quite well. It's certainly fast, and the gears are not spaced so far apart that there is a power fall-off between shifts as there is on some models.

To hold up the Norton end of things were three models boasting some degree of change or improvement. Whether you class the "Hi Rider" as improvement or merely change depends, I suppose, on whether you'd rather make the scene "in style" or with style. At any rate this model has high handlebars, a turned up seat and a sissy bar. It takes a mere \$100 to turn your excellent Commando into a pseudo "Hi Rider" chopper. "Pseudo" because the Hi Rider is not (quite gaudy enough or dangerous enough to be a real chopper.)

Also on hand was a version of the Commando fitted with a front disc brake. While the road Commando has perfectly adequate brakes, it suffers in competition from the added demands placed on the braking system. In the production class, only modifications that are offered as purchasable options are allowed and thus the Commando was limited to its drum-type brake. The disc brake is now offered as a standard option at \$230.00 and Commando racers are expected to welcome it with open arms.

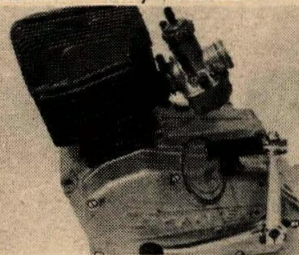
Most of the magazines and cycle newspapers had representatives at the Norton Tea and all seemed to have an enjoyable time. A fine buffet and large quantities of booze were consumed between bouts of testing. Most of the Ajays were crashed at least once by over exuberant members of the press or the Ajay factory riders, but all of them except two survived their trial-by-press in rideable condition, which says something for their stamina. Of the Nortons, only one was demolished and that by one of the staff members of a road rider's magazine. For shame! Cycle News will run comprehensive tests on each of the new models as they are made available to us.

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PENTON

CMC Motocross
Saddleback Park
Irvine, Calif.
July 18, 1971
125 Jr. Div. I
1st — C. Bower — PENTON

Motocross
Indian Dunes
Valencia, Calif.
July 18, 1971
1st — J. Fenton, Jr. — PENTON

Motocross
Arizona Desert Raceways
Liberty, Arizona
July 11, 1971
125 Nov.
1st — Dan Koster — PENTON

Scrambles
Madera Braves M.C.
Madera, Calif.
July 10, 1971
125 Jr/Ex.
1st — J. Davidson — PENTON

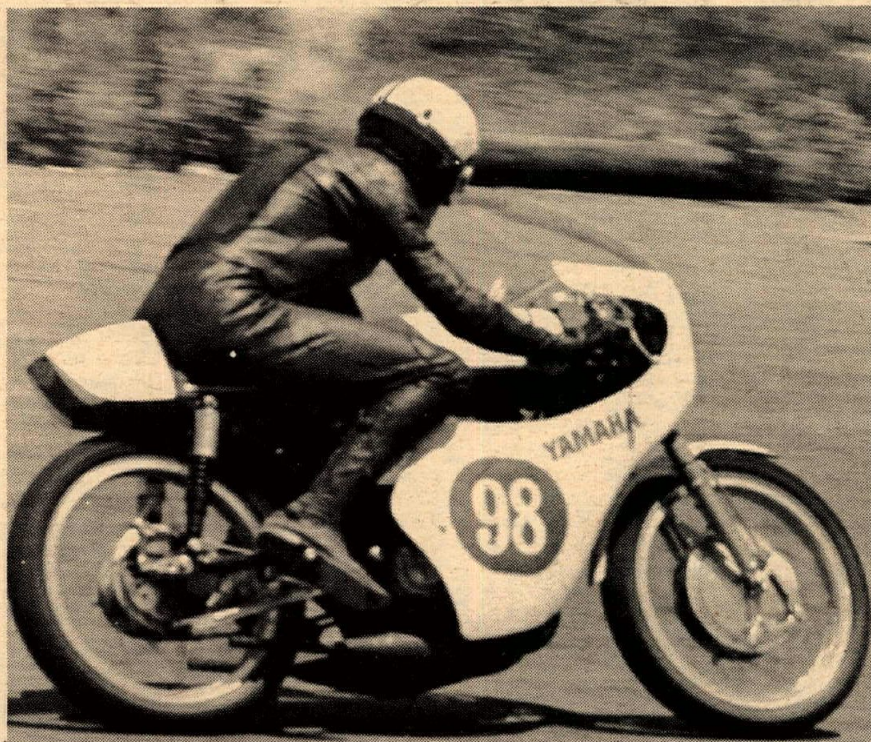
Motocross
Placerville M.C.
Placerville, Calif.
July 4, 1971
125 Am/Ex.
1st — J. Davidson — PENTON
2nd — Rick Clements — PENTON
3rd — Kevin Henry — PENTON

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Jim Evans, Kawasaki, lines up for the start.



Colin Jones gets down to the business at hand. A split expansion chamber forced him out of contention.

RESERVATION ROARING NOTES

With three races yet remaining in the fantastic Indian Dunes' Can-Am Series races, contingency awards for the competing riders continue to be offered. Latest entry into the prize field is Don Sturm's California Helmet manufacturing firm in Van Nuys, Calif.

California helmets will be presented to the 10 finalists at the conclusion of the Can-Am Series which will also take the high-point riders on a Canadian racing trip to Aldergrove, British Columbia.

Many miles of new trails have been cut at the "Old Reservation". In response to public request, Walt James, general manager at Indian Dunes Park, has announced the opening of twenty additional miles of mountain trails — many of which lead through some outstanding picnic locations.

A new service for bike riders at the Dunes, is a steam cleaning rack where the customer can have a cycle thoroughly scrubbed for \$1.

Bike action has been hot and heavy on the new flat track. Events for this

NEW PRODUCT FOR BUCO

Richard G. Babbitt, Vice-President, Marketing, has announced the appointment of Gary Bryson to the position of New Product Manager for Bucu Products, Encino, Calif., manufacturers of motorcycle helmets, clothing, and a wide variety of accessories. In his new position, Bryson will be responsible for coordinating all marketing, sales, engineering and production for all new Bucu products working in cooperation with the company sales department and assisting in developing products whenever a need is indicated in the motorcycle field.

Bryson has been part-owner of Pacer Consolidated Industries, City of Industry, who produced a specialized line of motorcycle parts and accessories. Earlier positions include a position as Research and Development Manager for Yamaha International Corporation where he worked in cooperation with the Japanese manufacturers on new products that would be applicable to Yamaha motorcycles. He is also known for his earlier sales efforts for Johnson Motors who distribute Triumph motorcycles in 19 Western states.

Japan Star Visits ACA

By Steve LeHuray

CARLSBAD, CAL., July 18, 1971 — Steve Froschauer continued his domination of the 125 Senior Grand Prix class on a rapid Yamaha. Froschauer was followed across the line by a distant Phil Thompson (Yam) and Dan White on a Bridgestone.

Jim Evans from San Bernardino, Calif., won the 250 Senior GP on a Kawasaki. Phil Pascoe, who usually rides in the Junior division, couldn't get his bike started for his race so he ran in the Senior class instead, earning a creditable second in the process. Rod Marufas was third.

The day's highlight was the appearance of Japan's Junior 350 GP Champion, Ozaki Toshihiko. His blue and white TR 2 Yamaha ran away from the competitors. Ozaki's style and speed will impress many on the American road racing circuit.



Chuck Small, Ducati, passes a slower rider on his way to winning the 250 Production race.



Ozaki Toshihiko brakes heavily for turn one.

type of racing are being planned for the future. The sixth-mile dirt oval has also been popular among the quarter and micro-midget clan — also go-karts.

John "The Ironman" Rice, 1970's high-point racer from AMA District 37,

Perris Mark Nearly Broken

PERRIS, CAL., July 17, 1971 — Perris was full of close ones Saturday night and a lot of riders had better learn to read the flags or count because of couple of trophies were lost over such mistakes.

George Gillespie had no problems winning the Amateur-Expert class and the way he was motating it looked like a new track record was in the offing but he fell short of the sizzling times Jess Sexton has been turning. Walt Foster and Cary Tanner were second and third.

George Luther ran away from Dennis Chandler to win the Novice Moto II while Ron Dephart and Wes McGee were so close they ended up with a tie for third place.

If Bud Barry continues his winning ways as he did in the Novice Moto I he can look for that Perris Amateur rating. Second place Dennis Junker took a showroom fresh Kawasaki Big Horn and did some fine things with it especially since he had never ridden one before. Harold Holladay was third.

Dennis did win the 200-250 Novice I



Gary Bryson.

will be conducting a free motocross school every Monday at Indian Dunes Park. The instructions, which are open to all of the riding public, will get under way at 9 a.m. each school day. The only charge will be the normal.

over Gorden Bettencourt and David Johnson.

David Boydston took the 250 Novice I after strong charges by Norm Blake and Roland Woodworth.

Rick Hutchins topped Nate Ezell and Greg Mitchell for the win in Division III of 250 Novices. Nate would gab the lead off the lime but wasn't able to hold it after the first lap and then Rick took over.

Doug Mason added another win to his already long string as he showed Marty Davis and Ken Miller his line in the 250cc-350cc Amateur-Expert class. Doug had to make his way through traffic but once on his line he is gone. His line, although, the shortest is the hardest to follow unless you're a Doug Mason.

As the match race draws closer between Mike and Danny Horton and Jamey Blunt in the 175 class, the wins keep jumping back and forth. This week the Hortons put it on Jamey again with Mike taking the win and Danny second with Jamey third. Jamey spent part of Saturday breaking in his new Ossa and Mike and Danny are making final tuning adjustments to their machines. The race is slated to take place on a Saturday night within the next couple of weeks.

Rex Hailey and Steve Robb took their respective 125 Novice classes. Rex is a newcomer to the 125 class but has become a standout and should start looking for a transfer if he keeps on.

Steve Bales, another consistent rider, won the 100 Division II class over Mike DuBont and Eric Arras.

Marc Jones ran his win streak to two as he won the First Division of 100 Novices. Jim Clubb was second and John Robers third.

Robert Friese and David Jones won the Min-Bike classes while Ricky Hart and Jim Beck took the Mini-Cycles goes. (Results on page 28)

SHORT TRACK
Cyclone Speedway
Chico, Calif.
July 17, 1971
By John Noffsinger

EXPERT MAIN	Tri
Dick Turner	Suz
Jim Hubbard	Yam
Mike Rockwell	
100cc B MAIN	
John Sten	Hon
Stan Capps	Hon
Dan Casamajor	Bul
200cc B MAIN	
Gene Mendes	Bul
Ken Clark	Bul
Bob Miller	Bul
250 B MAIN	
Bob Krasner	Yam
Jerry Coleman	Yam
Sam Houston	Yam
100 SCRATCH MAIN	Kaw
Joe Allen	
200 SCRATCH MAIN	Bul
Jeff Damon	
250 SCRATCH MAIN	Bul
Dave Veffredo	
100 HANDICAP MAP	Kaw
Joe Allen	
Brad Johnson	Yam
John Arseniak	Bul
Denny McKenny	Hod
200 HANDICAP MAIN	
Gene Mendes	Bul
John Alves	Bul
Jeff Damon	Bul
Jerry Horn	Hon
250 HANDICAP MAIN	
Dave Massee	Bul
Bob Ross	Oss
Cliff Richardson	Bul
Dick Turner	Tri

CMC CENTRAL MX
Crabtree Cycle Park
Coalinga, Calif.
July 11, 1971
Official
By James Ferguson

100cc JR.	Hon
David Russell	Hon
Bruce Sisk	Hon
Randy Cochran	Hod
Scott Hardesty	Hod
125cc JR. 1st DIV.	
Jack Franklin	Hon
Mark Franklin	Hon
Stan Edmonston	DKW
125cc JR. 2nd DIV.	
Dan Reeser	Yam
Jerry Corbaley	Yam
Bob Clark	Yam
125cc INT.	
Richard Hansen	Yam
Rick Zimmerman	Ric Met
250cc JR. 1st DIV.	
Jim Franklin	Mai
Mark Taylor	Oss
Alan Birdwell	Mai
250cc JR. 2nd DIV.	
Harvey Ferguson	CZ
Mike Phillips	CZ
Tim Kochhelser	Oss
250 INT.	
John Dallaire	Mai
Steve Edmonston	Mai
250cc SR.	
Billy Woods	CZ
OPEN JR.	
Ron Bass	Mai
Marvin Schafer	AJS
Jim Bellach	CZ
OPEN INT.	
Terry Davis	CZ
OPEN SR.	
James T. Colbert	Hus

TT SCRAMBLES
Perris, Calif.
July 21, 1971
By Elaine Jones

MINI-BIKE A	Kaw
Bobby Conover	Hon
David Jones	Hon
Freddie Conover	Kaw
MINI-BIKE B	
Jim Beck	SST
Joe Colombero	Hon
Dottie Frost	Mav
MINI-CYCLE A	
Ron Groover	Yam
John Guthrie	Yam
Mike Jacobs	Yam
MINI-CYCLE B	
Jerry Meiner	Yam
Ernie Evans	Yam
Shon Anderson	Yam
100cc NOV.	
Brad Lynch	Kaw
Eric Arras	Hod
Dennis Turner	Kaw
100cc A/E	
Rick Milner	Kaw
Mark Reichert	Yam
Tim Holm	Yam
125cc NOV.	
Shawn Huffman	Yam
Miche Hutton	Yam
Tad Willis	Yam
175-200cc	
Jamey Blunt	Oss
Danny Horton	Bul
Frank Schnetz	Bul
250cc NOV.	
Brad Duggan	Bul
Jamey Blunt	Oss
Norman Blake	Yam
NOV. MOTO	
Tom Jarnagan	Mai
Bud Barry	Suz
Norm Blake	Yam
A/E MOTO	
Jeff Sexton	Mai
Walt Foster	Yam
Jack McCafferty	Suz

SCRAMBLES
Lodi Cycle Bowl
Lodi, Calif.
July 16, 1971
By Bill Spencer

100 NOV.	Kaw
Mike Rizzuto	Hon
Larry Burton	Kaw
Floyd Davis	Hon
100-125 JR/EX.	
Alex Jorgensen	Kaw
Mark Asbill	Yam
125 NOV.	
Bill Henson	Bul
Wayne Douma	Bul
Dave Hollond	Suz
175 NOV.	
Tommy Huffard	Yam
Bob Wright	Yam
200 NOV.	
Joe Johnson	Bul
Joe Kline	Bul
200 JR.	
Glenn Furman	Bul
Mark Asbill	Bul
250 NOV.	
Vince Cardinelli	Bul
Ray Sanchez	Suz
Dave Gilliam	Suz
250 JR.	
Duane Bowling	Yam
Jim Casey	Bul
Dave Musse	Bul
250 EX.	
Erik Petersen	Bul
Rick Hocking	Bul
Dennis Spence	Bul
WOMEN	
Ginger Burrola	Bul
Ginger Burrola	Bul
350 NOV.	
Ed Nunes	Hon
Rich Reece	Hon
350 JR.	
Dennis Cimmings	Hon
Dan Schoolins	Hon
500 NOV.	
Gilbert Smith	Yam
Dane Slack	Mon
500 JR.	
Rich Anderson	Tri
Dave Scott	Mai
Dennis Simms	Suz
500 EX.	
Jim Foley	Yam
Ray Huff	Bul
John Hall	Hon
650 NOV.	
Del Mullens	BSA
Bob Miner	Tri
650 JR.	
Paul Leuty	Tri
Conrad Saxelby	Tri
650 EX.	
Bud Smith	Tri
Bill Budde	Tri
Dennis Spence	Tri

MOTOCROSS
Slaughterhouse Gulch Raceway
Prescott, Arizona
July 18, 1971
By Will Palmer

MINI-BIKE JR.	Yam
Chad McQueen	Yam
Guy Childs	Yam
Wayne Kraus	Yam
100 NOV.	
Ken Harayda	Hon
Michael Roe	Hod
Bob Blose	Hod
100 NOV.	
Lee Noblitt	Suz
Brad Mueller	Suz
Kurt Whitney	Kaw
100 AM.	
Doug Schnieder	Suz
Steve Lacey	Ric-Hod
Scott Bednarz	Bul
125 NOV.	
Doug Hale	Yam
Bill Gordon	Yam
Ted Cornutt	Yam
125 NOV.	
Don Bathrick	H-D
James Hess	Yam
Leroy Birdsong	Pen
125 AMA.	
Woody Higgenbottom	Yam
Doug Schnieder	Suz
Randy Barnes	Suz
125 EX.	
Cliff Allison	Yam
250 NOV.	
Roger Kloepper	Gre
Daryl Davis	Bul
Andy Kempfert	Bul
250 NOV.	
Don Bathrick	H-D
D.R. Lawson	Yam
Mark Coker	Bul
250 AM.	
Steve Simpson	Bul
Jeff Coker	Bul
Scott Muns	Bul
250 EX.	
Cliff Allison	Yam
OPEN NOV.	
Brad Mueller	Suz
Rodney Mathis	Suz
Everett Burge	Bul
OPEN AM.	
Richard Hale	Yam
Steve Wilks	Mai
OPEN EX.	
Sam Redman	Mai

INTER-AMA MX
Linville, Ohio
July 25, 1971
250 CLASS

Dave Bickers	CZ
Keith Frasn	Hus
Mark Blackwell	Hus
Gunnar Lindstrom	Hus
Jim Weinert	Mai
Vastimel Valez	CZ
Christer Lindblom	Hus
Chris Horsfield	CZ
Wayman Priddy	Hus
Peter Lampu	Mon
OPEN CLASS	
Lars Larsen	Hus
Gordon Bowden	Spr
Norm Richens	Hus
Gary Bailey	Bul
Benj. Taylor	Mai
David Dorschuk	Hus
Dewayne Jones	Yam
Dale Berlin	Hus
Jim Wetzel	Hus
Nelson Boyer	Mai
Rod Cooper	Hus
Bob Grodzinski	Hus

DIST. 37 ENDURO STANDINGS
July, 1971
(Unless noted, all riders are class "A")

1. Bob Steffan	220
2. Dave Evans	196
3. Robert Revett	B2 184
4. Bud Houseman	180
5. Dave Holman	169
6. Mike Adams	160
7. Dick Chase	150
8. Tom Penton	150
9. Larry Freeman	140
10. Ken Lewis	138
11. Max Bubeck	120
12. Jerry Booker	B1 120
13. Ben Kutzkey	B2 110
14. Neal Gilleran	100
15. R. Hughes	B2 100
16. A. MacDonald	B1 100
17. Jack Shook	90
18. Ed Wight	90
19. B. Keys	90
20. Stan Baldwin	80
21. Gene Burcham	80
22. B.J. Shlumberger	B2 80
23. B. Jones	B2 70
24. T. Miller	62
25. Lyle Taylor	60
26. Dick Knap	60
27. G. McCain	B1 60
28. B. Nickelson	60
29. P. Turgasen	55
30. L. Blake	B2 50
31. Buck Smith	50
32. C. Crivelli	50
33. J. Krizman	50
34. L. Dickey	45
35. Jon Thomas	42
36. Ken Lewis Jr.	40
37. J. Hein	40
38. J. Calvert	38
39. R. Forrest	38
40. Ron Blumke	35
41. C. Price	B1 32
42. Gene Smith	31
43. J. Ingersol	31
44. R. Sheridan	31
45. J. Bartlett	30
46. Charlie Hockie	30
47. L. Miller	27
48. D. Guildhaus	26
49. Bill Ocheltree	25
50. Dale Eckhardt	25
51. J. Henninger	25
52. R. Glover	24
53. B. Gosche	B1 24
54. S. Sader	B1 23
55. G. Sowell	23
56. J. Standerfer	22
57. R. Sides	22
58. J. Matus	B1 21
59. D. Russell	B2 21
60. D. Christensen	B2 21
61. Mack Moffat	B1 20
62. J. Long	19
63. W. Baehr	19
64. D. Ekins	19
65. D. Ross	B1 18
66. R. Brunson	18
67. M. Griffiths	B2 17
68. Ellie Houseman	16
69. A. Anderson	B2 16
70. Eddie Day	16
71. R. Hughes	15
72. D. Hansen	15
73. J. Arnold	B1 15
74. D. Latham	14
75. G. Heaton	B1 14
76. H. Egbert	14
77. J. Norman	13
78. F. Ray	B1 12
79. D. Frinell	12
80. G. Ekins	12
81. D. Garrett	11
82. P. Caldwell	B2 10
83. R. Jensen	B1 10
84. P. Edwards	B1 10
85. Bill Greene	9
86. T. Sawyer	B1 9
87. G. Calkins	9
88. G. Nalley	B1 8
89. N. Holt	8
90. J. Ahlefeld	8
91. Earl Wilson	7
92. A. Covington	B2 7
93. Ron Schneiders	B 6
94. T. Melton	B1 6
95. Bill Fulmer	6
96. W. Bartlon	B1 6
97. Tom Cabranza	B1 5
98. J. Harper	B 5
99. Carl Adams	B2 5
100. S. Klooz	4
101. D. Young	4
102. Bill Bogner	B 3
103. L. Heckman	B2 3
104. W. Bird	B1 3
105. J. Montgomery	B 2
106. L. Doyle	B1 2
107. Whitney, G.	1
108. Whitney, R.	1
109. Cal Sukut	1
110. G. Neal	B1 1
111. D. Lewis Jr.	1
112. F. Fischer	1
113. R. Clausen	1
114. Carl Bisbando	1

DIST. 37 AMA MOTOCROSS STANDINGS
FOR THE FIRST HALF JULY 1, 1971

1. 1	John Rice	485	Ex
2. 5	Ted Nowak	480	Ex
3. 30	Tony Rogers	397	Ex
4. 9	Mike Chamberlain	330	Ex
5. 21	Jim Dawson	320	Ex
6. 32	Tom Zahnter	275	Ex
7. 74	J. Veillon	260	Ex
8. 8	Larry Watkins	255	Ex
9. 818	G. Bevans	233	Ex
10. 6	David Smead	210	Ex
11. 199	Bob Maynard	208	Ex
12. 148	D. Brown	206	Am
13. 165m	Larry Bird	199	Am
14. 24	Mickey Alzola	190	Am
15. 14	Bill Nowak	185	Ex
16. 84	Nate Sciacqua	182	Am
17. 62	Steve Copelin	180	Am
18. 7	Linus Beall	175	Ex
19. 34	Steve Armstrong	174	Am
20. 125	Craig Humber	170	Am
21. 17	Alan Wurtzel	160	Am
22. 3	Bill Payne	155	Ex
23. 12	Terry Bilton	150	Ex
24. 4	Hayward Mendenhall	142	Ex
25. 745	Ken Zahrt	140	Ex
26.	(To be continued)		

ACA TT/SHORT TRACK

El Toro, Calif.
July 21, 1971
By Rich Hoffman

125 JR. TT	Yam
Davy Carlson	Yam
Roger Dobbins	Kaw
Robt. Creclius	
125 SR. TT	Yam
Scott Smith	Kaw
Chuck Claydon	Kaw
Bob Sanders	Kaw
250 JR. TT	
Marty Davis	Bul
David Boydston	Mai
Davy Carlson	Yam
250 SR. TT	
Morris Malone	AJS
Chuck Claydon	Bul
Mike Myers	Yam
500 JR. TT	
John Calicchio	Yam
Joe Jones	BSA
Elmo North	Yam
500 SR. TT	
Morris Malone	AJS
Chuck Claydon	Bul
Bob Frauenberger	Bul
125 JR. ST	
Davy Carlson	Yam
Roger Dobbins	Yam
Elmo North	Bul
125 SR. ST	
Scott Smith	Yam
Bob Sanders	Yam
Chuck Claydon	Kaw
250 JR. ST	
Marty Davis	Bul
Rick Isbell	Oss
Tom White	Bul
250 SR. ST	
David Aldana	BSA
Mike Myers	Yam
Tom White	Bul
500 JR. ST	
John Calicchio	Yam
Steve Flowers	Suz
Don Williams	Mon
500 SR. ST	
Archie Oretaga	Tri
Chuck Claydon	Bul
Lanny North	Hon

SPEEDWAY
Orange County Fairgrounds
Costa Mesa, Calif.
July 23, 1971
By Mike Capalite

1st DIV. III MAIN

Dan Willis	Jaw
Bill Hirsch	Jaw
Rick Smith	Jaw
Jan Crawford	JAP
Mike Sten	JAP
2nd DIV. III MAIN	
Swede Fishburn	Jaw
Bruce Baron	Jaw
Donald Green	JAP
Dave Garmong	Jaw
Barrie Idom	Jaw
Warren Roberts	Jaw
Cary Cotterman	Jaw
FEATURE MATCH RACE	
Mike Konle	Jaw
Jim Gresham	Jaw
DIV. II MAIN EVENT	
Mickey Quade	Jaw
Guy Waterson	Jaw
Paul Henderson	JAP
Jim Ashworth	Jaw
Scott Sivadge	Jaw
John Flanders	Jaw
HANDICAP CONSOL.	
Gary Fishburn	Jaw
Ed Williams	Jaw
Mike Caruso	Jaw
Don Cullum	Jaw
Larry Moon	JAP
Sumner McKnight	JAP
SCRATCH CONSOL.	
Steve Bast	Jaw
Mike Bast	Jaw
Jim Gresham	Jaw
Larry Moon	JAP
HANDICAP MAIN EVENT	
Joe Fitzpatrick	Jaw
Steve Gresham	Jaw
Steve Bast	Jaw
Mike Konle	Jaw
Ruben Benites	Jaw
Billy Grey	Jaw
SCRATCH MAIN EVENT	
Rick Woods	Jaw
Sonny Nutter	Jaw
Mike Konle	Jaw
Don Cullum	Jaw

TT SCRAMBLES
Perris, Calif.
July 17, 1971
By Elaine Jones

MINI-BIKE A	Hon
Robert Friese	Mav
Dottie Frost	Cat
Charles Shipley	
MINI-BIKE B	
David Jones	Hon
Jim Cross	Cat
John Ball	Cat
MINI-CYCLE A	
Ricky Hart	Yam
John Guthrie	Yam
Mike Bruno	Yam
MINI-CYCLE B	
Jim Beck	SST
Jerry Meiner	Yam
Ron Groover	Yam
100cc NOV. I	
Marc Jones	Kaw
Jim Clubb	Kaw
John Rogers	Hon
100cc NOV. II	
Steve Bales	Kaw
Mike DuBont	Kaw
Eric Arras	Hod
125cc NOV. I	
Steve Robb	Hon
B.J. Hayden	Yam
Rick Doyle	Bul
125cc NOV. II	
Rex Hailey	Bul
Craig Johnson	Kaw
Shawn Huffman	Yam
175cc	
Mike Horton	Bul
Danny Horton	Bul
Jamey Blunt	Oss
200-250cc NOV. I	
Dennis Junker	Kaw
Gorden Bettencourt	Bul
David Johnson	Yam
250cc NOV. II	
David Boydston	Mai
Norm Blake	Yam
Roland Woodworth	Oss
250cc NOV. III	
Rick Hutchins	Bul
Nate Ezell	Mon
Greg Mitchell	Oss
Doug Mason	Bul
Marty Davis	Bul
Ken Miller	H-D
NOV. MOTO I	
Bud Barry	Suz
Dennis Junker	Kaw
Harold Holladay	Mai
NOV. MOTO II	
George Luther	CZ
Dennis Chandler	Suz
Ron Kephart	CZ
A/E MOTO	
George Gillespie	Yam
Walt Foster	Yam
Cary Tanner	Tri

SPEEDWAY
Cal-Expo
Sacramento, Calif.
July 16, 1971
By Bruce Young

DIV. II CONSOL.	
Carl Spotts	Jaw
Phil Stotts	Jaw
DIV. II MAIN	
Mike Curuso	Jaw
Jerry Baugh	Jaw
Cecil Oswald	Jaw
MATCH RACE	
Les Chanky	Jaw
John Fishburn	Jaw
Carrol Highland	Jaw
OPEN NOV TT MAIN	
Mark Springer	Jaw
Ray Shafer	Jaw
Bill Dockery	Jaw
125 1/2 MILE	
Mike Laney	Jaw
Richard Sweaney	Jaw

SRA EARLY BIRD

Beat the Heat
Home by noon

**HARE
SCRAMBLES**

Novice start 8:00 am
Beginners start 8:10 am

AUG. 1 AUG. 22

Two 25 mile loops

Starter pins 20% Trophies

Limed 7 miles north of Adelanto
on Hwy 395.

For Info (714) 735-4641, (213)
370-8234.



Every Thursday Night
Motocross
under the lights
ASCOT PARK

Cash for Ex. — Trophies Inter. & Jr.
\$5.00 post — CMC Lic. Req. — 3 Readable No. Plates
Gates open 4:30 p.m. — 1st Race 7:30

Entries close 6:30 PM

Gen. Add: \$2.95

Jr. (12-17) 1.50

Kinds (8-12) .50

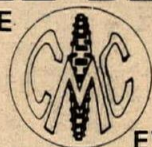
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Friday
Night 8 PM
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FAIRGROUNDS
COSTA MESA

**RIDE WITH
THE BEST**
RIDE



EVENTS

motocross

AT

Aug. 1st Osteen Park
8th Carlsbad

15th — Saddleback Park
(Penton Series)

Aug. 22nd — Carlsbad
(Penton Series)

Sept. 5th Osteen Park
12th Carlsbad

19th Saddleback Park
26th Carlsbad

\$5 mail entry — \$10 post entry.
Mail entry closes five days before
event. C.M.C. license and 3 number
plates required. Gates open 7:30 —
sign-up closes 9:00 AM — racing
starts 10:00 AM. Mail entries to
C.M.C., P.O. Box 1402, Costa Mesa,
CA 92626.

**calendar**

(Continued from page 2)

THURSDAY, AUGUST 5

CMC MX, Ascot Park, Gardena, Ca. \$5 post.
Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Racwy,
Lubbock, Tex. 8 pm. Hi-Plains Racing Assn.,
5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca.
Gates close 7:15 pm. 213/862-0229.

OAK CREEK RANCH
90 MINUTES
TO L.A.

**ROUGH
RIDER
CYCLE
PARK**



Aug. 1 — Suzuki All Junior Day*
8 — MX — \$500 cash
purse and trophies*

Aug. 22 — TRI-AM*
Series Finale

Aug. 29 — All Junior MX*
Simi Valley J.C.'s

Sept. 5 — Suzuki All Junior Day*

5131 Tapo Canyon Road
Simi Valley, Ca. 93063
Mail: P.O. Box 1132, Ventura, Ca. 93001
Info: (805) 643-5858

* mail entry

Open daily from 4:30 pm and weekends

NOW

BAY MARE

Under
New
Management
Planning motocross events
every Sunday
(consult Calendar of Events)

**OSTEEN'S
Bike Park**
in
POMONA
Now Over
400 Acres

New Hours

Weekdays 9 to 6:30

Weekends & Holidays 8 to 6:30

CMC MX — 1st Sunday of every month

Admission: \$1.50 per motorcycle & Mini

Cycle \$1.00 Per Mini Bike

.50 Per person +10% tax.

Release forms required

for info. write 610 Cherry St., Brea, Ca.
92621

Directions: 2 min. off Pomona Frwy at
Dudley exit

FRIDAY, AUGUST 6

1/2-MILE, Ascot Park, Gardena, Ca. Night.
213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa,
Ca. 8:15 pm. \$2.50 adults, \$1.50 hi-teens, 50
cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo
(Ca.) Speedway. 8 pm. \$2 ride/watch. 'C'
trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15
pm.

PRO TT, Sidewinders. On Lawnfield Rd. near
Clackamas, Ore. 8 pm. 503/659-1022.

SCRAMBLES, Shasta. Happy Valley Racwy,
11 mi. W. of Anderson, Ca. \$2 ride/watch. 8
pm. 916/365-7753, 365-1709.

SATURDAY, AUGUST 7

TT, Elsinore Race Track, Elsinore, Ca. 7:30.
Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14
mi. S. of Chico, Ca. 8:30 pm. \$2 ride/watch.
3 plates. 916/342-9302.

PRO TT, Mt. St. Helens. Castle Rock. Box
551, Castle Rock, Wash. 98611.

SPEEDWAY, Trojan Spdw, South Gate, Ca.
7:30 pm. 213/923-9132, 862-0229.

JUNIOR MX, Indian Dunes, Valencia, Ca. \$5
post. 805/259-8000.

PRO 1/2-MILE, Agajanian Ent. Corona (Ca.)
Rcwy. 8 pm. \$1200 purse. Free parking.
714/735-1705.

SUNDAY, AUGUST 8

MX, Lompoc Slo-Pokes. Spillway Park,
Broadway off ramp from Hwy 101 in Santa
Maria, Ca. \$1.50 gate, \$3.50 ride. 10 am.
D-35 pts. 805/735-1177, 736-6362.

ACA MX, Saddleback Park, Ca. \$5 mail, \$10
post. Cash to Seniors. Prac. 8 am.
714/774-3222.

SCRAMBLES, Desert Racing Ent. Lucerne
Valley, Ca. \$300 purse. 2 50-mi. loops. 16400
Vanowen St., No. 1, Van Nuys, CA 91406.
213/787-5208.

MX, Rough Rider Cycle Park, Simi, Ca. \$4
mail, \$8 post. 9:15 am. \$500 purse. Box
1132, Ventura, CA 93001.

ACE MX, Indian Dunes, Valencia, Ca.
Can-Am series. \$5 mail, \$7.50 post. \$500
purse. 805/259-8000.

CMC MX, Osteen's Bike Park, Pomona, Ca. \$5
mail (8/3), \$10 post. Box 1402, Costa Mesa,
CA 92626.

AMA NATIONAL MILE, Livonia, Mi. 20
laps.

MX, CMC Oregon, Goose Hollow. 20 mi. W.
of Salem, Ore., on Hwy 22. \$5 post, \$1 extra
class. 503/364-0461.

HARE SCRAMBLES, Masterlinks. Limed
from Adelanto, Ca. 17 mi. N. on Hwy 395. 9
am. \$3.25. Mufflers. Nov. trail one loop. D-37
pts. 213/327-1962.

SMRA TRIPLE-HEADER, Green Valley
Rcwy, N. of Frot Worth, Tex. MX, drags, and
road races. 2507 TCU Ave., San Angelo, Tex.
76901. 915/949-1030.

MINI, SCMB&KA. Saddleback Park, Ca. 10
am. \$2 gate, \$2.50/class, \$4 non-members.
Box 1455, Huntington Beach, Ca. 92647.
714/584-0269, 646-6025.

MX, Deadman's Point, Apple Valley, Ca. 10
am. \$2 post, \$2 non-members, \$2 gate.
714/247-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca.
\$2.50 post, \$3 non-members, 10 am.
805/259-8000.

MINIS, WWMBRA. San Jose (Ca.) Frngds.
Use rear entrance. \$2.50 race \$1 watch. Box
AE, Campbell, Ca.

MX, Tijuana. 6 mi. E. of Tijuana B.C., Mexico
on Tecate No. 2 Hwy. \$3 entry, 50 cents gate.
714/423-0498.

SAT. & SUN., AUG. 7 & 8

CAMP OUT, SRRA. Soda Spring Lodge on
I-80. \$4 mail, \$4.50 post. Sign 9 am. Dance,
food, games, beer, droms, trophies, etc. etc.
209 Second Ave., Redwood City, CA 94063.
415/364-1199, 366-4391.

TUESDAY, AUGUST 10

MINIS, SCMB. Trojan Speedway, South
Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes.
213/862-0229.

WEDNESDAY, AUGUST 11

SPEEDWAY, SRA. Kern Co. Frngds,
Bakersfield, Ca. 8:30 pm. Free parking,
program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 &
El Toro Rd. \$5 mail (8/9), \$10 post. 7:30
pm. 714/774-3222.

THURSDAY, AUGUST 12

CMC MX, Ascot Park, Gardena, Ca. \$5 post.
Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcwy,
Lubbock, Tex. 8 pm. Hi-Plains Racing Assn.,
5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca.
Gates close 7:15 pm. 213/862-0229.

FRIDAY, AUGUST 13

1/2-MILE, Ascot Park, Gardena, Ca. Night.
213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa,
Ca. 8:15 pm. \$2.50 adults, \$1.50 hi-teens, 50
cents tykes. 213/793-3917.

SPORT SCRAMBLES, American Cyn. Vallejo
(Ca.) Speedway. 8 pm. \$2 ride/watch. 'C'
trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15
pm.

PRO TT, Sidewinders. On Lawnfield Rd. near
Clackamas, Ore. 8 pm. 503/659-1022.

AMA NATIONAL SHORT TRACK, Santa Fe
Park, Hinsdale, Ill. 25 laps.

SATURDAY, AUGUST 14

TT, Elsinore Race Track, Elsinore, Ca. 7:30.
Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14
mi. S. of Chico, Ca. 8:30 pm (9/25). \$2
ride/watch. 3 plates. 916/342-9302.

PRO TT, Mt. St. Helens. Castle Rock. Box 51,
Castle Rock, Wash. 98611.

SPEEDWAY, Trojan Spdw, South Gate, Ca.
7:30 pm. 213/923-9132, 862-0229.

SPORTSMAN TT SCRAMBLES, Far West.
Redwood Acres. 8 pm. D-36 pts.
707/442-9595. Box 789, Eureka, CA 95501.

NIGHT ENDURO, Checkpoint. Limed from
Hwy 395, 6 1/2 mi. N. of Four Corners. 9 pm.
\$5 mail, \$7 post, teams add \$1. D-37 pts.
Mufflers/silencers. Box 1424, Whittier, CA
90603.

SHORT TRACK, Washoe Co. Frngds. ARena,
Reno, Nev. 7:30 pm. 702/323-6055.

JUNIOR MX, Indian Dunes, Valencia, Ca. \$5.
805/259-8000.

PRO 1/2-MILE, Corona (Ca.) Raceway. 8 pm.
\$1200 purse. Free parking. 714/735-1705.

SCRAMBLES, Shasta. Happy Valley Rcwy,
11 mi. W. of Anderson, Ca. 8 pm. \$2
ride/watch. 'C' trac. 916/365-7753,
365-1709.

SAT. & SUN., AUG. 14 & 15

CMA MX, "Rider Appreciation". 5800 S.
Bacchus Hwy (8000 West), SLC, Utah. Nov.
Sat; Expert, Powder Puff, & Minis. Sun. 1 pm.
\$3.50 race, \$1.50 watch. L. Knop, 9048 E, 2
So., SLC, Utah 84102.

SUNDAY, AUGUST 15

MX, Deadman's Point, Apple Valley, Ca. 10
am. \$2 post, \$2.50 non-members, \$2 gate.
714/274-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca.
\$2.50 post, \$3 non-members. 10 am.
805/259-8000.

MINIS, WWMBRA. San Jose (Ca.) Frngds.
Use rear entrance. \$2.50 race, \$1 watch.
Noon. Box AE, Campbell, Ca.

NCCSI Creates New Custom Cycle Assn.

President Les Fitch of the National Custom Cycle Safety Institute announced the formal establishment of the new custom cycle association at a special organizational meeting held in Los Angeles, Calif., which was attended by representatives from manufacturers, distributors and consumer outlets from throughout the United States.

The following have been elected to serve as officers: Les Fitch, Mother's Choppers, President; Joe Teresi, D & D Distributors, Vice-President; George Barton, Randy Enterprises, Secretary/Treasurer.

Those elected to serve as directors are: Ron Paugh, Paughco; Mel Blair, D & D Distributors; Bill Gerth, Custom Cycle Engineering; Dennis Love, Mother's Choppers; Ron Finch, Finches Custom Styled Cycles.

Also established is the Technical and Safety Committee: Randy Smith, Custom Cycle Engineering; Tom Smisek, Tom Smisek/Advertising Art; George Barton, Randy Enterprises; Tom

Noel, Old Goose Products; Robert Paugh, Paughco; Frank Thomasec, Thomasec Machine & Engineering.

Pete Sandford, legislative representative for the new organization in Sacramento, Calif., reported that positions had already been taken on a number of key pieces of legislation affecting the industry.

Officer Clyde Kemp of the California Highway Patrol gave an excellent presentation as to the importance of the new association in working with the patrol, other state police and the Department of Transportation in solving the industry's present and future problems.

Executive Vice-President Eric P. Grant reported that memberships are coming in at a very good rate and that there is every indication that the association is off to a good start. Grant also announced that membership application forms are available from Association offices, 11th and L Building, Room 803, Sacramento, Calif.

95814 or from members of the board or officers.

He emphasized in his presentation to the meeting that this new organization will be only as good as the industry wants to make it and urged all members and prospective members nationwide to communicate with the NCCSI information as to legislation or government activities of interest to the industry.

"FIRST LOOP" FOR RENT

Marc Creighton Productions has announced the release of an hour film entitled "First Loop". The 16mm sound/color presentation features enduros, scrambles, hare and hounds, hillclimbs, and other forms of racing "only as Southern California riders know it."

Clubs and groups interested in showing the film should contact Marc Creighton Productions, 4112 W. Jefferson Blvd., Los Angeles, CA 90016. Phone is (213) 887-7263.

Heat No Excuse Anymore

The Sportsman Racing Association is beginning a group of Hare Scrambles called the "Early Bird Scrambles" at Adelanto, Calif., on Aug. 1. SRA has been hosting Beginner and Novice class racers in semi-monthly European Scrambles since last winter, but reports that summer heat makes it too uncomfortable for all day races, have initiated new times.

The Early-Bird will start at 8 a.m. sharp for Novices and 8:10 for all beginners. Racers will run two loops of approximately 22 miles each. The entire course is designed for novice and beginning racers with no impossible hills, gargantuan rock piles, etc. and should allow all racers, their pit-crews, and their families to be home by noon. SRA always picks up downed riders and their bikes as part of the regular daily routine.

SRA officials are continuing their practice of giving trophies to 20% of the starters and for this race, are giving

starter pins, instead of finishing pins. Classes are 100, 125, 175, 250, and Open, in both the beginner and the Novice categories. Also, within each of the above classes, riders under 16 years old, and riders over 35 years old will be scored in their age groups for trophies. This makes it an ideal place for youngsters and not-so-youngsters to make their debut in desert racing.

Contact the SRA, 213/370-8234 or 714/735-4641 for more info.

SMRA SETS GREEN VALLEY CIRCUIT DATES

SAN ANGELO, TEXAS — The Southwest Motorcycle Racing Association has scheduled three more major events for its "Super Season" of '71. The remaining triple header meets will be held at Green Valley Raceway, located in the Dallas-Fort Worth area, on August 8, September 12 and October 24.

Featured races in the last three stops are to include motocross racing, drag racing and road racing. Some four hundred entries are expected at each race from a seven-state area and Mexico for the top caliber AMA sanctioned International Grand Prix classics.

Participating sponsors offering contingency prize money on the SMRA circuit are Amalie Motorcycle Oil, Universal Accessories and Reeder Products all of Dallas. The total monies offered for the three events exceeds \$2,500.

HRA TT LEADERS

Gary Johnson may have a healthy lead in the Huntington Racing Association's TT point standings with a 1320 total, but the battle for second is something else as Richard Sweaney's 1155 accumulation is a mere five points ahead of Dennis Briggs. Tom White, last season's point leader in the HRA, is currently fourth through July 11 with 995 and Doug Westly is next with 965. Earl Roloff (890), Brian McMillan (850), Bob Sanders (820), Jeff Cesmat (800) and Vern Maxwell (760) round out the top ten. The top 100 appears on page 28.

INTER-AMA WRAP-UP MOVED TO UNADILLA

The final race in the six-event international motocross series for 250cc machines has been moved to the Unadilla Valley Sports Center near Edmeston, New York. Originally, the race was scheduled for Bridgehampton, New York.

Other details remain unchanged. The event will be held Aug. 1 with a \$8000 purse.

Unadilla Valley Sports Center is located near the Unadilla River in the Edmeston-New Berlin area, between Binghamton and Utica.

ENDURO POINTS

Bob Steffan, a nationally known enduro ace for many years, currently holds the lead position in the District 37 Enduro Standings with a 220 total. Dave Evans is second with 196, just a dozen points ahead of Robert Revett, a class "B2" rider. Complete listing of all 114 riders with points appears on page 28.

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OXNARD TWIN WHEELERS M.C.

Presents

11th Annual Oxnard Sports Festival

AMA SANCTIONED

TT RACES
SUNDAY,
AUGUST 1, 1971

ALL CLASSES
POWDER PUFF
SIDE HACKS WELCOME

SPECIAL MINI-BIKE RACES, 12 & UNDER

MAIL ENTRY \$2.50
POST ENTRY \$3.50

(Mail entries close midnite July 25)

First race at 10 A.M.

Obtain entry blanks at all Moto Cross dealers and clubs or use A.M.A. entry blank

MAIL ENTRIES TO:

605 E. Maple St.
Oxnard, Ca., 93030
Phone, Information (805) 483-2669

HELPFUL HELMET HINTS

The National Highway Traffic Safety Administration recommends precautionary steps which safety helmet users and new purchasers should exercise:

(a) A helmet user should be aware of what material his helmet is made. Currently helmets are almost exclusively manufactured from fiberglass or polycarbonate materials. Fiberglass helmets most often are painted on the outside, while polycarbonate helmet material is either transparent or has the color impregnated into the material. Those made of transparent material are usually merchandised with an inside paint or coating. Polycarbonate helmets usually are identified by a manufacturer's label on the chin-strap. Polycarbonate helmets should not be painted or decorated by the user except with paints that can be certified by the manufacturer as compatible with the helmet material. If the user cannot otherwise identify this material when used in a particular helmet, the information should be available from a retailer who deals in safety helmets.

(b) Solvents and cleaning materials, unless certified by the helmet manufacturer as compatible, should not be used on any helmet type. Destructive chemical reaction is caused by a number of such cleaning agents, and in particular can occur with the polycarbonate types.

(c) Pertaining to safety helmets of all makes; residents of States which publish a listing of approved helmets should purchase only those which are on the approved listing. Lacking such listings, purchasers will obtain an extra measure of safety by purchasing those helmets which carry a label-certification that the product has met the Z90.1-1966 Standard. This is a self-imposed standard set by the industry's American National Standards Institute.

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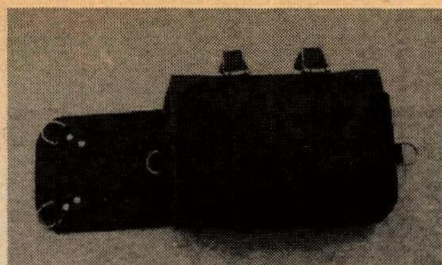
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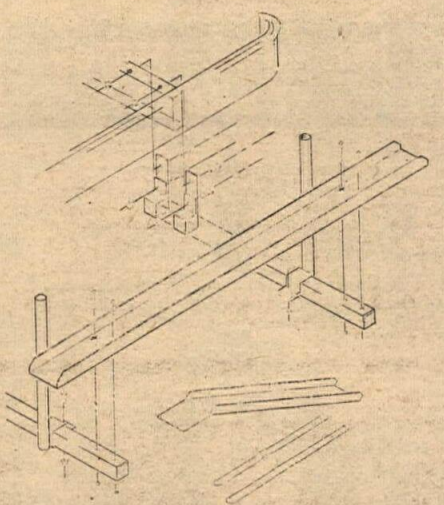
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